

Kästle has developed a ski that makes vou turn easier.

That's no idle claim.

You can prove it for yourself the next time you're in a ski shop. Pull a Kästle Newstyle Champion off the rack and examine the running surface. It's startlingly different.

Where you'd expect to find one groove, there are three; One at the front. And two at the back. Picture the shape of an arrow, and you get some idea of the stability the twin tail grooves give you at higher speeds.



Kästle 3-groove system helps Newstyle Champion track straight and true at higher speeds.

Now look again. There's no groove at all under the boot area. There's nothing to interfere with your turning at slow speeds. So you turn easier.



The shape of skis to come.

The blunt-tipped shovel is wide...for better turn initiation.

From waist to tail, the ski is narrow...for better edge hold.



Another clever touch: the shorter the ski, the wider the sidecut...so there's always enough area of running surface to support your weight and keep you from riding too deep in soft snow.

Tuned at the factory. Free.

Kästle's racing skis aren't the only ones to get preferential treatment. Every Newstyle Champion has been carefully edge-filed and waxed by Kästle's tuning specialists before it leaves the factory.

It's ready to help make you ski better the moment you take it off the rack.

Write any Beconta office listed below and we'll send you a free brochure that tells you all about Kästle skis. Plus a complete list of Kästle dealers.

News for women skiers...

Kästle introduces a new ski for women: 'La Femme.'

It has all the advanced features of the Newstyle Champion-the 3-groove system, easier turning, variable sidecut, factory tuning, etc. But it's not just another makeshift version of a man's ski.

'La Femme' is a strikinglooking ski that was designed specifically for women onlywith an emphasis on lightness and flexibility.



Imported by Beconta

Dolomite invents a new way of skiing: The old way.

A short time ago, we at Dolomite came to our senses.

We looked around us, and all we saw were skiers standing on their tippy-toes in high-heel boots. And there was much groaning, for this unnatural position kept leg muscles constantly tense so that they tired easily and ached abominably long before the sking day was done.

Eureka! A new way of skiing!

We reasoned that you were smart enough to lean forward of your own accord when you wanted to initiate a turn...and not because your boots forced you into that position all the time.

We remembered a day not so long ago when the heels of our boots were down low and gave us the feeling that we were in close communion with our skis.

And so we took a giant step backwards and re-invented ski boots with low-heel footbeds.

Once more, we are able to ski in a natural position. Our leg muscles stay more relaxed and springy, ready to cope with abrupt changes in terrain. Our ankles are at a natural angle and our leg bones support our weight, so we stand balanced on our skis. We have a better feel for our edges. What has been a pain is now a pleasure.

In short, we have made skiing easier.

A boot with shock absorbers.

One such low-heel Dolomite boot is the Dino.

The insole of the inner boot is only a quarter-inch thick, yet is packed with hundreds of tiny, elastomer shock absorbers. This ingenious suspension system cradles your foot and spreads the impacts of skiing more evenly. And everywhere there are passages for air to circulate and help keep your feet at a comfortable temperature.



The 'Easy Rider' suspension system Hundreds of tiny shock absorbers under

A huge success.

Judging by the number of skiers who have flocked to buy Dolomite boots, the lowered heel has been a brilliant "new" invention.

So successful has it been that there are now twelve different models to choose from. Write to the nearest Beconta office listed below, and we'll send you a free copy of the Dolomite brochure. Plus a complete list of Dolomite dealers.

makes you ski easier. Imported by Beconta



RGPP-3EK-3WTW

The Dolomite Dino. It comes in red; black; green with silver buckles; light blue with navy cuffs and light blue buckles; and navy with red buckles.

Beconta, Inc., 50 Executive Bivd., Elmsford, NY 10523; 1475 Grand View Dr., S. San Francisco, Calif. 94080; 10685 East Sist Ave., Denver, CO 80238.

Cover: Pretty Debbie Densmore, laid back 'n loose, cuts an early-morning run at Copper Mt., Colo. Photo by ussell/Lissy.



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How to measure a ski's life expectancy.

A ski is an expensive piece of equipment. It should be strong enough to last for a good many years.

But since durability is an invisible quality, how do you determine how much of it a ski actually has?

One way is to measure the quality of the company that stands behind it. How they view skis and how they view skiers.

At the Olin Ski Company, we believe that excellence in design, materials, and workmanship is vital in skis. And that high quality—in terms of performance and durability—contributes importantly to the enjoyment of the sport.

We also believe that skiers at all levels of ability can actually feel and appreciate the difference that superior quality makes in skis.

Durability is more than a ski's useful life span.

A ski's durability is affected by its structural design, the quality of its materials, the strength of its adhesives, and the methods by which it is assembled.

But at Olin, we also consider other aspects of durability in a ski.

We consider the ability of the ski to undergo extreme bending without suffering damage.

The ski's resistance to sun, moisture, and temperature extremes.

The ski's ability to withstand extreme stretching and compressive forces, as well as



resistance to repeated shocks.

The ski's surface resistance to cutting and abrasion.

And finally, the ski's ability to keep binding screws from pulling out under extreme tension.

We seek the optimum balance between performance and durability.

Some skis are designed strictly for performance, at the expense of durability. At Olin, we engineer our skis to achieve the optimum balance between these two

properties.

Before a new Olin model
is ever offered to the public,
we subject it to tortuous labo-

ratory and on-snow testing. We put it through 40 grueling durability and environmental tests. We bend it, twist it, tear it and slap it. We flex it hundreds of times at 20-degrees below zero. We immerse it in a humidity tank. We do everything to it—and more—that a skier could possibly subject it to on the slopes.

Then, just to make sure our tests are accurate, we give it to the Olin Ski Test Team for at least two years of additional testing on all kinds of terrain, under all kinds of conditions, all over the world.

> Our objective: to build the best possible ski.

When we finally go into production of a new model, we are equally painstaking in the way we manufacture it.

We use only the finest materials – from okoume wood cores imported from Africa to ABS top surfaces. Even the adhesive we use is a special waterproof type, instead of the usual water-resistant variety.

Every Olin Ski is shaped to tolerances of 5/100th of a millimeter and carefully inspected throughout the production process, then again after it's made.

If a single structural flaw is found in any Olin Ski it is scrapped.

We go to these extremes not only to ensure that our skis endure, but because our objective is, and will continue to be.

to build only the

best possible skis.

We take your skiing seriously. Olin Ski Co., 475 Smith Street, Middletown, CT. 0645

SKI/December 1977/3



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led sking.
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whed for its World Cup
implonship downhill runs and
ellent beginners' slopes.
re's Sunshine Village, her peak
g 9,000 feet into the blue sky.
there is Lake Louise, Canada's
est ski complex, boasting 40
s of trails and a vertical drop of
Ofeet.

Dotest.
The hotel itself reminds one of aronial castle. Here, après-ski vity takes place in elegant ng rooms, intimate lounges, und warm fireplaces with live artainment. An Olympic-size mming pool and an ice-skating are also provided for your homen!



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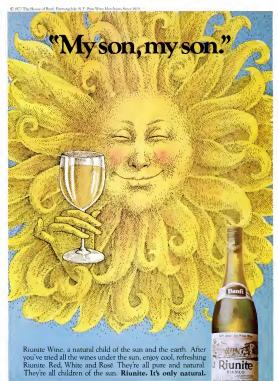
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SKI/December 1977/5

SPEAK OUT

Turkey II: How to pass for a loco

BY ABBY RAND

Last year, SKI instituted a campaign to defend turkeys—we, the skiers—against the aspersions cast on us by locos, people who live in ski resorts yet somehow fail to appreciate what loveable, necessary folks we customers are.

Since that campaign started, we have heard from two batches of turkeys. Batch One consists of flatlanders who are so mellow, so laidback, so entwined in old clothing and xenophobic opinions that they are afraid they might accidentally get mistaken for locos. Batch Two consists of people who want to be mistaken for locos. Actually, they would prefer being locos but since they can't arrange to shake those Monday-Friday jobs back home, they like to spend their vacation days pretending there's no such thing as a Sunday plane. How, Batch Two asks, can we transform ourselves from tur-

keys into para-locos? Relax. The prescriptions for your winter happiness are simple.

First let us review how to tell which side is which. Locos are the ones who are slaves of fashion. They are so determined to be in style that they never consider whether heir clothes of the climate is wheth they have chosen to live. They always were bosen to live. They always we have the consuments designed to insure they will have wet, cold bottoms. They wear open-necked finanel shirts enveloped by puffy sleeveless wests, are made to the consumer that they want to the consumer that they can be supported by puffy sleeveless wests, they must be supported by puffy sleeveless wests, they want to be supported by puffy sleeveless wests, they want to be supported by the supported by the

Turkeys are people who dress knowingly. Their clothes, like all their actions, reflect their knowledge that all human beings are meyl temporary guests in the wilderness. Turkeys therefore await themselves of whatever specialists amounce as the most advanted, most practical gath. They also skit in such a way sat i parto. If nurkeys skited as reck-lessly as locos, the partollers would never get to the rower as the provider of the property of the providers of the

Turkeys are the ones you see out on the slopes in all kinds of weather. They love skiing so much that they spend every possible minute on the mountain and to hell with the wind

and cold. Locos are the picky ones you see emerging only on clear-blue-sky days. When locos pronounce the weather acceptable, they go up the mountain, but they don't ski. They Catch Rays. Like little old ladies down in Miami, they sun themselves, passively, their eves closed to their

surroundings. If you elect to pass for a loco, you'll have to miss not only the best skiing, but the scenery.

To be identified as a turkey, you must equip yourself with a full set of plastic credit cards. Turkeys are the ones who give, give, give—they pay



for the lifts, the hardware, the availability of imported cheeses and the better grades of California wine. Turkeys save up all year for the one glorious bash in the mountains. Locos also scrounge for their money, yet they spend it on questionable forms of sustenance—beer, cigarettes and granola.

Turkeys concentrate on protein. The form of protein most frequently found around ski areas is the hot dog. Ingesting meat in the form of skinny ski-area hot dogs is the next best thing to being a vegetarian.

Locos get such little doses of mountain exercise that they are continually worrying about their health. Locos do not like artificial food (e.g. bomogenized milk). They prefer real foods, like genuine canned spaghetti. They love everything baked (or woven, carved, knotted) from natural ingredients, no matter how yicky. They

don't mind, as long as it's organic.

Locos reject one category of obcets that are really real—furs. Locos love strolling down the main street of the control of the control of the control for visiting utteys in fur garments. Then they can say things like "Mardeert Killing animals so you can show off fancy dads." Turkeys are never stoop to responses like "50 how about the goose that died to make your cowboy books?" Plastic is a your cowboy books?" Plastic is which side perpetrates it.

Locos are not often up to debating the broader issues of our lives, once you get beyond endangered species. Locos spend so much time hanging out that they have little knowledge of what is happening outside their valley. Mention Bella Abzug to your typical down-breasted loco and the response will be "Oh, yeah, isn't se the chick on the patrol?" Ask about the propose could be "I don't do those low intermediate be "Lon't do those low intermediate be "Lon't do those low intermediate.

If you want to pass for a member of this carefree breed, do not forget this key item in your I'm-a-Loco kit the dog. Even a 10-year-old child will know you are just a ski-week refugee from gainful employment if you are not accompanied by a dog. A very tall dog. Good ski town dogs have vertical drops in excess of three

I have a plan, March 17, St. Patrick's Day, is traditionally the feast day of ski bums, and ski bums often (but not always) are locos. I hearby declare March 18 to be Turkey Pride Day. When March 18 dawns-with luck, it will be cold and snowing fiercely-we will gather in front of our condominiums, dressed in our best and our brightest Turkey clothes. Listen for the sound of the lifts starting up. That is our signal. We will march, heads held high, waving our credit cards and traveler's checks. We will go up on that wind-whipped mountain and ski, ski, ski. We will convert the Locos to the Path of Righteousness (it is the one marked Most Difficult), not by preaching at them but by setting them a good ex-

Now there's Sun Protection Gear with your kind of style. From mountain runs to après skiing, SunGér isun geai is a complete line of products designed to meet the needs of the discriminating, demanding skier.

From mountain runs to agries skiling. Sundér issus get is a complete line of products seisignant to meet the needs of the discriminating demanding skier. The special sundér formulas by Coppertone are all new and offer the last word in sun and wind protection. With a scent as freesh as the wind—and the ability to let you get a terrific skier's fan ... Sundér, could only come from Coppertone.



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Villa Banfi When it pours, it reigns.

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CALENDAR

NOVEMBER

11-12 7th Annual Southeastern Ski Show; Lenox Square Mall, Atlanta, Ga.

13 4th Annual Central California Ski Show; Castle Air Force Base, Merced, Calif.

18-20 Ski Shows/Expowinter 77; Rockland Community College, N.Y.

19 Hart/Billy Kidd Promotional Appearance; Metro Sports, Sacramento, Calif.

6-11 World

6-11 World Cup, Val d'Isere, France; (dh, gs; m, w) 10-15 World Cup, Courmayeur/Bor-

mio, Italy; (dh, sl, gs; w)

13-18 World Cup, Val Gardena,
Madonna di Campiglio, Bormil, Italy; (dh, sl, gs; m)

14-15 Gitchi Gami (cross country World Cup, 15km), Telemark, Wis.

mark, Wis. 17-18 ESA Cup, Stratton, Vt.; (sl,

gs; m, w)
20 ESA Cup, Killington, Vt.;
(sl; m, w)
20-21 World Cup, Saalbach, Aus-

tria; (dh, gs; w)
21 ESA Cup, Pico Peak, Vt.;
(sl: m. w)

JANUARY 1-7 National

I-7 National Cross-Country Championships, Anchorage, Alaska

World Cup, Oberstaufen, Germany; (sl; m)
 World Cup, Pfronten, Ger-

many; (dh, sl; w) 8-9 World Cup, Zwiesel, Ger-

many; (sl, gs; m)

11-12 World Cup, Diablerets/Les
Mosses, Switzerland; (dh, gs;

14-15 World Cup, Wengen, Switzerland; (dh, sl; m)
15 Travelers Derby (cross country), Salisbury, Conn.
16 World Cup, Adelboden, Swit-

zerland; (sl; m) 18-19 World Cup, Bad Gastein, Aus-

tria; (dh, sl; w)

19 Eastern Nor-Am Trophy

Series; Stowe, Vt. (sl; w)
19 Eastern Nor-Am Series;
Sugarloaf, Me. (dh; m, w)

20 Eastern Nor-Am Series; Burke Mt., Vt. (sl; m)

20-22 World Cup, Kitzbuhel, Austria; (dh, sl; m)
22 World Cup, Maribor, Yugo-

slavia; (sl; w)
Paul Revere Cup (cross-country) Ft. Devons, Mass.





LETTERS

WHO PAYS?

Hats off to Bill Berry ("The Insurance Mess," November) for finally bringing the matter of increased ski-industry insurance costs to the skier's attention.

An unhappy fact of life in America is the fact that lawsuits have become a way of life. It is, of course, the right of every American to sue, many real act of negligence, but as many, however, are not. It is the old "Something for nothing" syndrome rearing is ugly head again, with hardly a thought given to the morality involved and no thought at all to the plain and simple fact the fact of the course of t

companies in higher premium costs. Skiers pay for it in higher equipment prices, higher lift tickets and in fewer new facilities. Ski areas have, perhaps, been hit hardest of all—and that is why lift ticket prices are escalating. And that is why industry observers are gloomy over the prospect of soon-to-be \$20 lift tickets with decreased services.

We confess that there are times when a lawait is the only reconfer a wrong that has been incurred. That is right and just. We also submit that thousands of frivilous lawusits must somehow be abolished. Whether it be to institute countersuits for costs, or legislate the frivolity out of lawsuits, or people realizing that they must be responsible for their own actions—the time will come when a strong decision must be made

somewhere.

It is time for us to say, "No, it was my fault. I take the responsibility. I won't sue." It is time for a return

to morality and sanity.

Paul Pepe
Marketing Director

Hunter Mountain Ski Bowl, N.Y.

SIZING YOURSELF UP

In reference to your "Golden Rule to Ski Length" (September, page 87), your good intentions are too simplified and therefore incorrectly interpreted. Your chart does not indicate what type of ski you are measuring. Short skis? Freestyle? Racing? I'm sure you're aware that a certain caliber skier would be sized differently

in all three categories.

Being in the ski business for 16 years and a member of one of the larger ski groups in the U.S., we are as concerned as you are for the public to be "properly" equipped. We realize it is difficult for you to cover all facets of sizing. Sometimes certain things are better off left alone or to "expert" salespeople if the concept cannot be fully covered.

R.S. Piel Port of Sports Snyder, N.Y.

Ed.: You're absolutely right—skilength depends ultimately on the type of ski chosen and the type of skiing contemplated. SKF Golden Rule is a rough rule of thumb for use when the manufacturer's own recommendations aren't specifically expressed or available—but you'll be interested to know that one ski company, Hart,

SKI THE FRENCH ALPS. FROM \$499.

8 days/7 nights from NewYork to Val d'Isère, La Plagne, Avoriaz or Courchevel: High altitudes mean plenty of snow!

One-week four price includes round-trip economy oir fare from New York. Enjay 7 nights accommodation (double accupancy) in 2-stor hotel or studio apariment, according to location (3-stor voxilable with supplement). Continental breakfast daily, round-trip transfer from airpart to ski resort, welcome drink. U.S. Departure tox, all toxes and service charges.

Special: Ultrimited ski pass (if prepaid with tour) for 6 days

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Special 2-week Christmas Departure: \$722.*

Depart Dec. 17, 1977, return Jan. 1, 1978. Special 2-week Easter Departure: \$691.* Depart Mar. 18, 1978, return Apr. 2, 1978.

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*Price based on 778 day 0,111 (Secup Inclusive Board accordance) are from New York and double occupancy of room. Weekly departners form and 2, 1788 to April 5, 1785 Fire packager enrichman or item passager restrictions.

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LETTERS

continued

has asked permission to reproduce the Golden Rule on their own sales training literature, because they consider it an accurate general guide to ski sizing. When in doubt, a skier should always consult a respected ski retailer—we've always said so.

SKIING AND SCHOOLING

I just read Ben Landis' SPEAK OUT in the October issue ("Let's Change

Our Senseless School Year"). Excellent idea!

I am a New York state teacher and would like to send copies to a few open-minded educators. Many thanks.

Rose Marie Gioia Spring Valley, N.Y.

opring runcy;

LET'S BAG IT
In response to "Sorry, You're 20
Inches Overweight" (Skt Life, September), please don't cail in Nader
and his Raiders.

The cause of the problem of restrictive baggage regulations, at its root, is the existence of the Civil Aeronatics Board. The CAB determines where the airlines fly, how much they will charge and even force unprofitable runs to be maintained. This is a fact.

Were there no CAB, there would be airlines who would love to cater to skiers and their unique baggage requirements. A case in point: Laker Airways' three-year battle to establish their New York to London Skyrtain. The CAB said "unfair competition."

their New York to London Skytrain. The CAB said "unfair competition." I say Horsefeathers. Government interference is the only unfair competition. An open market will always respond in kind to demand.

Steven B. Hitlebert Minot, N.D.

BETTER BASES

In Doug Pfeiffer's September SKI CLINIC, Nick Simon wrote he had trouble with carbon in burning a P-tex candle for base repairs. He can cure that problem quite simply. First, light the candle with a blow torch. If no torch is handy, use a wax candle. After it's lit, let the P-tex drip off any carbon that might have formed, holding the candle close to a metal scraper. (This will keep the flame hotter.) If you hold the candle very close to the base of the ski, keeping the flame blue, carbon particles will not drip into the repair spots Kasey Kramer

Mt. Spokane Ski School Spokane, Wash.

PLAYING THE GAME

Your October LAST RUN ("Gondola Games People Play") was revolting. At the very least I would have expected such an article in one of the skin magazines, where it seems folks delight in writing in with ridiculous experiences that usually defy imagination.

I am too perturbed to be articulate, witty or wordy. But you forgot to issue congratulations to the Kloomers of Bayone, N.J. for the remarkable feat of conceiving a child at 9,000 feet—and then only i0 months later issuing the birth announcement. What were they doing on February

6? Learning to count I hope.

Betty Mathany

Independence, Mo.

Letters should be addressed to SKI, 380 Madison Ave., New York, N.Y. 10017. We regret that because of the volume of mail received we cannot answer all reader letters.





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choose from: sleek Hatchbacks, stylish Coupes, the sporty Spyder package. All manner of inviting variations.

As for economy, EPA estimates are 34 mpg highway, 24 mpg city, 28 combined. That's with the standard 151 Cu. In. 4-cylinder engine and manual transmission. Power train not available in California. Your mileage may vary depending on how

and where you drive, your car's condition and available equipment. (Monza is equipped with GM-built engines produced by various divisions. See your dealer

for details.)

Save some gas, have some
fun. Make a Monza move today.



SEE WHAT'S NEW TODAY IN A CHEVROLET

SKI/December 1977/13

SKI DISCOVERY

Burke Mt., Vermont: Ski more, wait less

BY JANET NELSON

If Grandma Moses had discovered Burke Mountain, Vt., she would have painted it in her two-dimensional style with wide-wooded forests separating S-curved trails, a simple base lodge and skiers busily going about the business of skiing. A typical picturesque red-white-and-

ginners on up. This may be because of the mid-week package price of just \$35 for lifts and two hours of daily instruction. With 1,800 vertical feet, a chairlift, T-bar and two Pomas, that's a bargain.

It may also be that Burke is simply being discovered. As route I-91 inches its way toward completion, the trip from Connecticut, New Jersey

Burke's views, second only to its vertical: in the distance, Willoughby Gap.

blue apple pie, bicentennial, all-American ski resort.

While the image is close, it doesn't uite capture the skiing experience at Burke. In fact, Burke is a growing group of paradoxes.

First, Burke is low-low key. The mountain is usually uncrowdedmidweek skiing can be almost lonely and this means more skiing, less waiting.

Yet for many outsiders, Burke's reputation has been based on the proximity of Burke Mountain Academy and a high-powered racing program that has refined the skills of some of the best U.S. racers.

Partly because of the Academy, Burke has acquired a reputation as a tough mountain. Some of the trails deserve their reputation as challenging runs, but there are also some mellow, soothing intermediate and beginner trails through the woods. What makes all of this palatable is the abundant natural snow and snowmaking that reaches to some of the steepest trails. Even with its awesome reputation,

Burke has been attracting an increasing number of ski-weekers from be-

and New York is growing shorter. This year all but six miles of I-91

will be finished.

Anticipating the new surge of business from the extension of the interstate, Burke's new general manager, Gloria Chadwick, instituted a master plan shortly after her arrival in 1976. Result: this year skiers will see a new lift line below the present base lodge, four new beginner trails (that can be skied if you arrange in advance for a ride back up) and the first phase (ground clearing) of a new base building. By next season, the lift towers and cable will be in place. snowmaking pipes laid and the new base building finished. End phase I, including the addition of 600 feet to the mountain's vertical.

"This is the development we need most," says Chadwick. "Right now we have a short teaching slope with a T-bar and the Toll Road is good for beginners. The Dipper slope and Poma are fine for strong beginners, but it's a little steep

Other phases of Burke's plan call for more lifts and more trails on either side of the existing ski terrain as well as inns, a golf course, soccer field,

tennis courts and swimming pool. While not massive, even on paper, will this development spoil the very features that have attracted skiers to Burke? Will the simplicity, the friend-

liness of the people and the mountain's better-than-average skiing give way to a supermarket?

Not if current plans hold. Burke owns the land around the base of the mountain and has staked it out as a permanent green belt. Much of that terrain is currently used for crosscountry skiing with 32 miles of marked, graded and packed trails. Competitors in the 1977 National Cross Country Championships held at Burke said these were some of the best tracks they had skied in the U.S. Tourers can use these same trails for \$2 a day.

Burke is distant. For most skiers from southern metropolitan regions, Burke is another half-hour's drive past some formidable competitors (Sugarbush, Glen Ellen, Mad River Glen). For the next few years, crowds will also be contained by a limit on sleeping space. This season the Old Cutter Inn is adding rooms and enlarging the dining room and 12 new condominiums will be built near the base of the mountain, bringing lodging capacity to just over 1,000 beds within a 14-mile radius.

There are also about a half-dozen restaurants, two of them-Old Cutter Inn and Darion Inn-among the outstanding establishments in Vermont. During the peak holiday period last year, when every sleeping spot was filled, locals fed hungry skiers by holding church suppers on alternate nights; \$2.50 bought unlimited plates of home-cooked food.

After-ski activities are limited to the B'ar Den Lounge in Burke's base lodge, which features folk guitar or Blue Grass most nights and 25 cent beers to bearers of Burke lift tickets. The Darion Inn also has entertainment and the Old Cutter Inn has a small bar with Country-Western

If it all sounds simple, low-key and the way skiing ought to be, it's the way Burke Mt. has developed and the way it promises to remain.

If you know several people who deserve Crown Royal, they're very fortunate.
So are you.





If you have dry lips or sore lips, you need Blistex, the medicated ointment in the tube. Blistex soothes and softens cracked, chapped lips, no matter what makes your lips that way! It's also great to help heal fever blisters and cold sores.

Distex -The lip soother

DOUG PFEIFFER'S SKI CLINIC

Hotwaxing, unweighting, preconditioning, more,

Q. When should I use up-unweighting in beginning my turns, and when should I use down-unweighting? Christy Sykes Andover, Mass.

A. Use down-unweighting—a very quick lowering of the hips—for turning on the crests of moguls, knolls over yellight humps on smooth terrain, or when sking fast. Use upter the period during which the skis are free from the snow and gives you more time to change your edges and start the new turn—when you are unsuren of yourself, the skis, the snow or terrain, and when traveling at nominal speeds.

Q. Can the scratched and cracked top surfaces of my skis be restored with the fiberglass compound used to repair cars?

Greg Lutts Long Valley, N.J.

A. Almost all top-quality skis have their fiberglass components protected with top and side surfaces of ABS, polyethylene, polyurethane or phenolic. Fiberglass compound auto repair kits would therefore be of little value.

Inspect your skis closely to determine if it's just the top lacquer that's cracked and that cracks are merely top-surface deep. You can fill in superficial cracks with model-air-plane glue or other clear, acctone-base cement, and then paste wax the skis with auto poilsh or floor wax.

If that doesn't give results, return the skis to the factory or its repairservice facility to have the old tops stripped off and new ones molded on. The cost will run you \$25 to \$60 per

Q. I just bought my first pair of skis and boots. What's the best way to store them?

A. If they need it, wipe the skis clean with a damp cloth. Then dry them. Stand the skis as upright as possible in a cool, dry place. If it's to be for a period of several months, then lightly wax the steel edges to protect against russ.

In storing boots, I prefer to pull out

the inner boots, stuff them with lightly crumpled newspaper, wipe dry the insides of the shells, then buckle them up and store all four separate components in a cool, dry place.

You didn't ask, but bindings especially should be maintained since movable parts are subject to corrosion from salt spray picked up while on the car ski rack. Always wipe them clean and dry, and spray with silicone after every 30-40 hours of use. After long periods of storage, carefully check the settings.

Q. I pump up and down in beginning my turns like a man working the handles of a self-propelled rail worker's car. Yet I'm told I don't unweight enough. What am I doing wrong?

Aris T. Ottle
Athens, Ohio
A. Good instructors exaggerate their

A. Cook instructors exagestate their account of the cook of the co

Q. I want to take up skiing this winter, but I can't afford to get hurt. What is the safest binding I can buy? Consuelo della Robia Y Garcia Cuernavaca, Mexico

A. Skiing is an active, exciting, but sometimes risky sport. No binding can guarantee your safery. Virtually all bindings will release your boot to protect a twisting leg, yet the ensuing fall could result in a broken arm or dislocated shoulder.

The potential for injury is always present in skiing, though the accident rate has dropped dramatically (less than six skiers per thousand suffer medically significant skiing-neated injuries). It's primarily your skill and your judgment that keep you actiful the skiing-neated injuries and six skiing-neated injuries. It's primarily your skill and your judgment that keep you act for the gray gould have a skiing the skiing that the skiing that is a skiing that the skiing that



SKI CLINIC

continued

changes.

your ability to acquire skill and judgment, even when the odds are in your favor, then don't ski. At least not until your attitude toward skiing

 On my first run it seems as if my feet aren't even there. I can't feel my skis. Is there a pre-conditioning exercise I can do to make me more sensitive to the feel of my skis? Randy Hermanson

Woodstock, Ill. A. There is and it's called PEBBUL -Pre-conditioning Exercise Before Boarding the Up-bound Lift. It's done by loosening one or two boot buckles to let the blood freely circulate through your feet as you ride up The post-conditioning is done by buckling up before you ski down. If the numbness persists, even after conscientious use of PEBBUL and its follow-up, then your boots may need custom padding around the ankles to alleviate pressures on arteries and nerves so your feet don't go to sleep during their passive uphill trip.

O. I wear heavy, thick-lensed glasses and suffer all the nuisances that entails. With my new goggles, I've finally licked the fogging problemexcept when I go into the base lodge. I'm looking for a less cumbersome solution. How about contact lenses?

Danny Silverstein Latham: N.Y.

A. Barbara Ann (Cochran) Williams who won an Olympic gold medal in slalom in 1972, wears soft contact lenses for skiing, obviously with great success. I know many other skiers who would use nothing else. I, too, wear heavy, thick-lensed glasses and only wish I could be successfully fitted with contacts. Glasses

do fog when going from outdoor cold to indoor warmth. Contacts don't. Glasses also bounce and jiggle on your nose while slamming away at the moguls, disturbing both perception and balance. Contacts don't.

The rims of glasses can momentarily hide from peripheral view a tree, a slalom pole or other obstacle, causing you to commit an error in judgment, such as turning too soon or too late. You have no such problems with contacts.

Glasses do offer protection from wind, snowflakes and excessive tearing of the eye. Contacts don't, as effectively. Thick glasses also tend to stop down the intensity of sun and reflected glare more than contacts do. But glasses are far heavier than contacts.

Glass-wearers need only have along the pair they are wearing plus a dark prescription pair and appropriate goggles. Lens-wearers must bring along virtually the same gear (but non-prescription) plus small lens cases, wetting and cleansing solutions (for hard lenses) or an electrical heating device for boiling soft

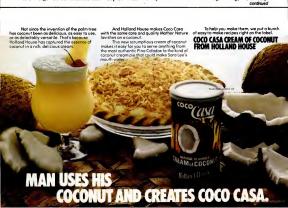
lenses at night. Despite the slight inconveniences, the pleasures of skiing and seeing almost bare-eyed are such a delight that I'd opt for contacts anytime.

Check with several reputable contact lens specialists in your area to see, first, if you can be successfully fitted with contacts and, second whether you'd prefer the hard or soft

Q. Should a ski boot used for freestyle be a soft-flexing or hard-flexing

> Nels Walby Seattle, Wash.

A. Most freestyle competitors use a stiff boot with a relatively vertical shaft for aerial acrobatics, a softflexing boot with increased forward lean for mogul skiing, and an easy-





The better you are, the better these skis are

Every once in a blue moon, a ski comes along that is better than even

its designers had bargained for A ski that—call it a flash of brilliance, call it luck—adds up

to more than the sum of its parts.

A ski that has "depth"—performance in reserve for the skier who is

skillful enough to know how to tap it. The Kästle Freestyle Pro is such a ski.

Word of mouth.

Introduced at first for freestyle skiing, the Freestyle Pro turned out to be what experts and intermediates were looking for as an all-round ski...for all kinds of skiing, on all kinds of terrain, in all kinds of snow conditions.

The word spread.

In no time at all, stores were cleaned out.

The Kästle Freestyle Pro is back. Rest easy. It hasn't been "improved" to death.

This year's Freestyle Pro is still every bit the ski it was last year. Unspoiled by any blundering attempts to make it "all-new, all-improved."

It's still a perfect blend of flex and torque.

And it's still a "quick" ski. With a shallow groove for easy turning. Light. Balanced. Agile. (Which probably explains why it was such an instant hit with both expert and intermediate as well as freestylers.)

Only two things have ever had to be changed.

The two tiny changes.

Freestyle skiing can be a violent affair. If anything can splinter shovels and pull binding screws loose, it's the slam-bang of moguls and the crunching of aerial touchdowns.

> It may be a case of over-insurance, but we beefed up the shovel area even further. And reinforced the binding-screws area with tough fiber glass strips.

One free service.

Every Kästle ski is tuned by a team of specialists before it leaves the factory.

The Freestyle Pro comes with its edges tuned and its running surface waxed. It's ready to deliver its best performance right off the ski rack.



Turned-up tail
won't snag on
moguls —or dig
In when skiing
freestyle.

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helps you ski better. Imported by Beconta For your free copy of the Kästle brochure, write the nearest Beconta office listed below. Beconta, Inc., 50 Executive Blvd., Elmsford, NY 105231 1475 Grand View Dr., So. San Francisco, CA 94080; 10685 East 51st Ave., Denver, CO 80239

The wisdom of Look versus Salomon



Salomon makes a fine binding. But is it the equal of Look?

Unfortunately, there's no way that you yourself can make an honest comparison. So we did it for you.

We took comparable, top-ofthe-line models—the Look N77 and the Salomon 555—and we had them tested by an independent laboratory.

The Look N77 absorbs twice as much shock.

The most important thing a binding can do—to the skiers we asked, anyway—is absorb shock and not release at the wrong time.

The laboratory found that, over the range of its release settings, the Look N77 absorbed more than twice as much shock as the Salomon 555.

This means that Look can keep you securely on your skis longer—and keep you more in control—when you're skiing aggressively.

Look has greater margin of safety.

Next, the Salomon 555 was boosted to its absolute maximum

release setting, which provides 7 ft-lb more torque than the Look N77. The laboratory found that, even then, the Look N77 provided the same amount of anti-shock but at a 30% lower setting.

This is important because, as any binding safety expert can tell you, the lower the setting, the greater the margin of safety in the slow, twisting kind of fall that can injure you.

Look has turntable heel.

A slow, twisting fall can exert tremendous torque on your leg. This is when a binding <u>must</u> release. Look's advanced turntable

heelpiece actually rotates with your leg to help the binding release smoothly and easily.

The tumtable also helps absorb more lateral shock than Salomon because it holds your boot in place at the back <u>and</u> at both sides.

The complete wisdom of Look, with all the cold, hard facts, is in our brochure. And in the test results. For copies, write: Look Sports Inc., 50 Executive

Blvd., Elmsford, N.Y. 10523.





NECTAROSE

Skandinavik introduces Rich Aromatic, the answer to all your pipe dreams.



Skandinavik Rich Aromatic is a distinctive new blend of Danish long-cut tobaccos with a rich full-bodied flavor and a smooth, good taste. With your first puffs of Rich Aromatic,

you will appreciate this careful selection of fine tobaccos from all over the world. Like Skandinavik's other two popular pipe tobaccos, Regular and Mildly Aromatic, Rich Aromatic burns smoothly and evenly without burning your mouth. For full-bodied taste and rich aroma, ask

for Rich Aromatic from Skandinavik.

Skandinavik Danish Long-Cut Tobacco

SKI CLINIC

hinging model with a lot of benting section for heller shing. Some, however, prefer to use just one boot for all three events. In this case, they generally choose a model with an adjustable arrangement for flex and forward lean. Others use whatever year get or use what they can get or use what they are paid to use—and they still ski beautifuly. And that's really the answertung that they want to you be the same that they are the control of the same that they want to you be the same that they want to you be the same that they want to be demands of the house the same that they want to be demands of the house the same that they want the same that they want to be same that they want they want to be same that they want they want to be same that they want they want to be same that they want to be same that they want to

Q. How can I hot-wax my skis if I don't have a waxing machine? Stewart Ingham

A. You can either hot-paint or hot-drip the wax. To hot-paint, melt the desired wax over low heat in a small discarded satecpain over a ce the discarded satecpain over a ce the wax smoke or boil. Then paint on the melted wax using a 1½-inch brush, starting at the tails of the skis and using long, overlapping strokes as you work forward. (Don't use a nyion brush—the brintes may melt.) Then scrape of the hardened excess

To hot-drip, ask around the neigh-

borhood for a discarded household clothes iron that works. Set it on low, and holding the point down, apply the appropriate wax to the iron bottom and let it drip freely onto the entire running surface of the ski.



Using an old clothes iron, set heat on low, drip wax onto bottoms, then smooth. Then smooth out the drips with the

Then smooth out the drips with the iron, being careful not to let it rest on any one spot for too long. Then scrape off the excess wax.

Whichever process you use, be sure that the skis are at room temperature before waxing, since hot waxing is intended to let wax penetrate the microscopic pores in the polyethylene ski bottoms.

Q. I learned to ski in Austria berween 1968 and 1971, when I was taught "legs together and skis together." Now I'm finding out that isn' important. However, I have developed a style I like, but I still have a lot of bad habis. How can I ski with my skis apart, maintain my style, and still have fin.

Betsy Wiesmeier Encino, Calif.

A. Like a lot of skiers I know, you need a shrink not a ski lesson. If you're satisfied with your style, why you're satisfied with your style, why leel guilty about it? Or maybe you're not having fun because your style interferes with your progress? If that applies, quit worrying about image, what you think others think you look like, and get back to the basics of skiline.

sking, barrow or buy some very about size in a bar ski as hore skit as confidence in your ability to move one skie a human being, not a mechanical robot. Forget the affectations of style and start feeling how you and your skis interact with the snow and terminal than the skilling how you and your skis interact with the snow and terminal than the skilling how you will be skilling the skilling that the skilling how you will be skilling the skilling that the skilling how you will develop read style. And you'll have hours of endless fun.

WE TRIED IT

PARKA-SIZE CAMERA

As a professional photographer who loves to ski, I often find myself in a hassle over what comes first—photography or skiing. The problem is I prefer a 35mm camera and have used cameras, accessories and lenses that weigh up to 35 pounds. It's no fun to ski with that weight.

I've now found, however, a feathreweight 55mm rangefinder camera called the Minox 35 EL that is just a bit larger than a pack of cards and takes professional-quality photographs. The camera is automatic, so you hardly have to think when taking pictures. All you do is set the ASA rating dial to the speed of the film you are using, then set the distance and the aperture. The camera



automatically adjusts the shutter speed to give the correct exposure. The camera is a joy to use, as I found this past winter. It is a folding camera, which means that the lens tucks into the body, protecting the lens from moisture or grit when it is not in use. There's an indicator in the viewer that tells you what speed you are shooting at and whether the picture is overexposed or underexposed. The only problem is necountered is that the brightness of snow tends to cause the meter to underexpose pictures. I remedied this by setting the ASA index at the next lowest setting.

What this compact camera has that other small ones don't is a wide-angle F2.8 lens with a focal length of 35mm, wide enough so that the mountains in a distant view can all be included instead of being chopped off.

The Minox EL weighs just 6.6 ounces, has a shutter-speed range from 30 seconds to 1/5/00th, and is made of fiberglass-reinforced plastic. It lists for \$222 and is available in most photo shops. —Peter Miller

RELIEF FOR FEET

Do you suffer from cold feet? Wet feet? Just plain anti-social feet that don't carry their share of the aprèsski burden? Before you chuck your boots, it may pay to invest \$3.50 in a pair of Pro-Foot Insoles.

Pro-Foot Insoles are deceptively simple. They're merely sheets of a ½-inch-thick plastic mesh insulation called Thermaflex-K. The mesh is non-compressible, which means that even while supporting all your weight, there's room for air to circulate under your overworked feet. Your socks stay drier, your feet warmer.

I put a pair of Pro-Foot Insoles in my boots last season and the boots



did, in fact, seem warmer. I pulled the insoles out and used them in a pair of hiking boots this summer, which consequently felt cooler and drier on hot days. Pro-Foot Insoles are distributed

by RNC, Inc., Industrial Avenue, Williston, Vt. 05495, and are available through ski shops that carry Nordica boots.—Seth Masia

CLOCK YOUR RUN

The Cronus Olympian is an inexpensive single-event digital stopwatch with light-emitting diode display. "Single-event" means it's ultra-simple: there's no provision for time-out or continuous lan timing. You click

it on at the start, off at the finish. We used it for timing GS and Slatom runs during the Ken Corrock Race Camp last season. The watch reads out to a one-hundredth of a second, but the times we recorded were deceptive. A sharp time-keeper, with practice, can thumb the watch with accuracy approaching a one-hundredth of a second, but in actuality we figured the times accurate to about

one-fifth of a second.

In bright sunlight, the LED readout had to be shaded to read the fig-

res, and after three days of continu-TESTY TURTLENECK How maddening, how absolutely

How maddening, how absolutely frustrating have been my relationships with turtlenecks I have worn. Who likes to lay out the cost of a day's sking for a turtleneck only to have, after several washings, the neck stretch about double and the tail shrink so much that everytime you washing to the strength of the several to the strength of the strength of the several to the s

now being designed by some manufacturers who have taken into consideration the comfort and well-being of the skier. I recently tested such

ous use the watch warned us that its batteries were low. We replaced them with three AA cells and carried on. Best skiing feature: the watch is

easy to run with gloves on and needs no winding. It sells for under \$30. Available at ski shops or by writing to Cronus Precision Products, 2895 Northwestern Parkway, Santa



a turtleneck, called TLC, and it passes the grade. It is made of 50 percent polyester, 50 percent cotton, the body is tapered and it is extra long.

I washed the shirt five times in medium-temperature water (as suggested) and once in hot water. The shirt and neck have not stretched, the tail has not shrunk above the frost line. The neck is six inches long, high enough to cover my chin. The TLC, at \$11.50, is a turtleneck for skiers. Available in ski shops or by writing Dartmouth Outdoor Sports, Box 960, Hanover, N.H. 03755.

—Peter Miller

—Peter Miller

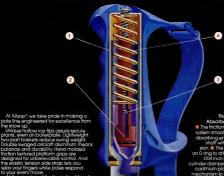


BIGGER THAN THE SMALL CARS, SMALLER THAN THE BIG CARS, The 510 Halchback, Dalsun ingenuity at its best ... big where you need it. In leg room. Migenumy at its 1682. Bug where you need it. Integrands
Hip room, Family room, Cargo room, And an abundance
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of big car comitors (even side window defoggers) at no
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the elastic tension side strap lets you relax your fingers while poles respond to your every move.

At the very top of the line is the Allsop® Shock Absorber®. A product with a dfference the discriminating skier feels first time out. The Allsop® Shock Absorber® is designed to eliminate the jarring pole plants you've come to expect at higher speeds or when skiing moguls.

There's more to the Shock Absorber* than meets the eye The friction sleeve guides the entire system smoothly down the shaft while absorbing energy as it firmly grips the shaft with elastameric band tension. The nylon piston is fitted with an 0-ring to drive compressed air out a .004 inch hole in the bottom of the cylinder dampening the spring rate. A cadmium plated pin fixes the internal mechanism to the shaft while acting as a shock absorbing friction guide for the piston. ■ The cadmium plated return spring reduces the peak shock load through its elastic travel. The result is smoother, firmer, more confident pole plants without the jolt. One run and you'll be a believer

ALLSO







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Good-looking, convenient K2 bags come in durable, water-repellent TufStuf® with doubly reinforced straps for handling ease. All are K2 Silver Grey to coordinate with our high-performance K2 Comps.

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- double-thick carwas/TufStuf® \$90.00
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 handles and shoulder strap. Gusseted sid
- pocket \$30,75
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 Durable white cotton and polyester with knitted K2 color stripes on sleeves. Great for tennis or golf. S. M. L. XL. \$14.00
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item number	name	size/color	price
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SAN GIORGIO ("San George-o") HAS SOME WORDS FOR YOU... Dragon, Tiger, Cosmos, Cosmos Lady

Translated, they mean Performence, Fit, Comfort, Warmth. San Giorgio boots look different end ere different. Inside and out. And they have

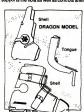
new technical features For exemple, San Giorgio boots have a futuristic cable buckle system. Insures pressureless closure and easy welking without flapping buckles. And Sen Giorgio boots have a shell tongue (an external floating tongue) which is part of the wrep-eround upper shell. This integrated shell tongue construction gives precise and painless boot closure which cradles and comforts the skier's foot. Another great end unique feature: San Giorgio boots put the skier's feet below the sole thickness



level of the boot. Result? Exect control and "snow feel." And Sen Giorgio boot shells are lightweight but extremely strong and resilient

Specific models are built for specific users...

THE DRAGON, opposite page, geins exceptional lateral stability through its high,
the features of high
anatomicelly correct shaft (3° can't) which supports the tibia as well as controls ankle



movement. This three-piece, high sheft hes a medium-stiff forward flex for use by advanced recreational skiers and experts. "L" shaped ankle pads, leather heel pocket and foot molding flow meteriel combine to give the skier maximum edge control. THE DRAGON is sleek. Futuristic. Efficient. Light. Its two-ceble, two-buckle system pulls from eight points ageinst the outside tongue (ectually, the polyurethane shell material). Tight lateral



control with perfect comfort. More height on the inside of the boot shell gives mor precise edge control, while the outside edge is made to be "forgiving."



priced boots. Fully



stiff flex buckle pressureless closure. Low foot bed. This boot is designed for the better skier (or the one who wents to become one)

THE COSMOS sports the same modernístic lines and cable buckle system of



What a sharp contrest to the hard, uncomfortable boots of a few years back.

But don't think the COSMOS is too soft to do the job. "L" shaped heel peds, high shaft and three-buckle positive boot clo-sure make it a strong "All-around Ski Boot" contender.

THE COSMOS LADY: Princess of the Sen Giorgio line. Built expressly for ladies. Uncom-



rigors of skiing. Lower height. Generously pedded (especially about the ankles). Fleece lined foot bed end toe cap. Warmth as well as comfort from boot too to toe tip.

But that's not all. Ladies need special "extras" to help them enjoy skiing. San Giorgio spares no effort. The COSMOS LADY's all leather lined inner boot (complete with "L" sheped pads) holds down narrow heels. Simultaneously, e slight heel wedge compensates for shortened achilles tendons to help the ladies "stay up with the skis". Nothing is spered for her Majesty's pleasure.

Some more words for you from Sen Gior-gio: VOLO, JR. RACER, PLANAR, PRO, ANTAR, COMPETITION. Look for their meaning at good sports shops nationwide.



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294 Benjamin-Hudon St., Montreal, Quebec H4NIJ4, 514/331-6117.



".. keep it low, play to his backhand, and get yourself an Ektelon."

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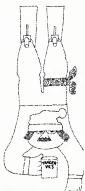
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Geny-built for warmin... for comfort...
and for no-nonset syling. That's the Roadside Skipper. Dupont Antron®
nylon shell covers prime down. Fedures puffy sew-through look.
Knit out's and walisband. High snapped collar. Ragian sleeves. One inside
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Four down-to-earth color combinations with matching insulated pants available.

Available at leading ski shops nationwide.





Skiers Heat Up With Trader Vic's Tom and Jerry Mix And Hot Rum Batter

After a chilly day on the slopes, skiers head for the lodge to warm up with a steaming drink made with Trader Vic's Tom and Jerry Mix, or Hot Rum Batter. The Trader's deliciously smooth batters are conveniently available at your local lodge or neighborhood store. So make tracks for Trader Vic's batters A few sips of a warm, and spicy drink made with Trader Vic's unbeatable batters and the chill is gone

To get the most enjoyment from their snow play, kids shouldn't have

SKI CROSS-COUNTRY

Getting Kids Started

BY BILL KOCH Cross-country is easy for kids to learn. In fact, it can be a child's stepping stone to learning any type of skiing. A child's natural habits as a walker make him a natural for crossountry even before he puts skis on.

Even though all touring first-timers won't have the stride and glide of an experienced skier, they will be able to move around and have fun. Once this has happened, the learning process will take its own course. Kids will begin to ask questions as their interest grows.

When children have the opportunity to play on skis, they learn quickly, since they learn better by experimentation and imitation than by verbal instruction. It's easier for them to watch and imitate motion than to try and translate verbal instruction into action.

It's also a good idea for kids to ski in groups. They'll have more fun playing together, and they'll learn more. There are many "snow-play" games kids can play on cross-country skis: follow the leader, hide-andseek, tag, capture the flag and relay races to name just a few. Ski Games, by Rick Eliot, is a good handbook to start youngsters off. It can be obtained by writing the Eastern Ski Association, 22 High St., Brattleboro, Vt. 05301. Here are some of Eliot's suggestions:

Circle relay: Individual skiers on two or more teams ski to a designated pole or marker, circle it twice, and ski back to tag the next person.

Slalom relay: Gate flags can be set on level, uphill or downhill terrain, depending on the ability of the group. Leave plenty of room for skiers to pass each other between gates. Catch the rabbit: A faster skier gets a 30-second head start from each

team and skis in a zig-zag pattern, trying to avoid being caught. Each team chases its own rabbit. The first team to catch their "rabbit" wins. Capture the flag: This popular game can easily be adapted for cross-

country. To liven things up, mark a 50-foot diameter circle around each team's flag and make this area out of bounds for defending players. This keeps the game wide open.

to worry about equipment. Cross-

country bindings are simple enough for any child to get into on his own, and outfitting kids for cross-country is inexpensive. For under \$80 a youngster can be completely equipped. Cross-country equipment is light and gives freedom of movement. It fits loosely, and doesn't restrict a child's natural walking movements.

I recommend starting a child off with a soft pair of cross country skis with very little camber and plenty of



Koch and youngsters on an afternoon tour.

climbing wax to ensure a good kick. Nothing is more frustrating than a pair of slippery skis.

There are a lot of waxless skis to choose from, and if you dislike waxing, one of the many models available may be right for your child. Each has its advantages and disadvantages; experience will help you decide which is best.

Bear in mind that less clothing is needed for cross-country than for Alpine. So don't overdress a young skier. Too many clothes will inhibit his freedom of movement and make him hot and uncomfortable. If outfitted with proper equipment-good wax, the right clothing, extra clothes for stops and changes in the weather. some food and a nice trail to ski along -a child should be set for a morning or afternoon of enjoyable touring.

Bill Koch became the first American cross-country racer to win an Olympic medal when he finished second in the 30km at the 1976 Innsbruck Olympics. He and his wife Katie now live near Brattleboro, Vt.

The Beauty of...



The Salomon System.





You Can't Beat The System.

The Salomon System spends more time and money on research and development than anyone else in the ski industry. Gilbert Delouche, Salomon's Director of Research and Development, thinks this is as it should be:



"We are always working, trying to improve and invent. This process

involves everyone: my staff, surgeons, the competitors, ski and boot manufacturers and the Salomon Certified Dealers. What we learn in the field has just as much impact as what we learn in the laboratory."

Salomon's racing and freestyle professionals are part of The System. They are the final proving ground. Last season saw Salomon competitors win the majority of World Cup events. In addition, Salomon professional racers won their third straight Binding Manufacturer's Trophy, Henri Duvillard won another World Championship on Salomons, with osef Odermatt close on his heels. The freestyle competitors matched that performance with their own Manufacturer's Trophy, and individual World Freestyle Championships for John Eaves and Marion Post. Whether you ski for trophies, money or fun, you can't beat The Salomon System.

Products of The System.

The 555E. The binding used by open-time to the season of retention provided release and retention provided maximum edge control and prevent premature release, even under the torturous conditions of competition. The choice of advanced and aggressive skiers. Programmed retention to absocks and recover quickly, and programmed release to make sure you get out quickly and consistently if you need to.

To pick the best binding, it helps to have a system. And when you pick Salomon, that's what you get. The Salomon System: the most thorough research and development program in the ski industry; the best dealers in the business; and the best service and maintenance. Result: confidence. When you don't have to worry about your bindings, you can push yourself to the limits. Salomon sets you free to enjoy the beauty of skiing, and that's the beauty of The Salomon System.







Salomon's integrated ski brake provides additional safety and convenience.

If you should fall and release, it stops your skis quickly at a safe distance from you, and holds the ski still for easy re-entry. The brakes even interlock to make carrying your skis easier.

make carrying your skis easier.
The Salomon System has models for all types of skiers, from novice to expert. Whatever your skiing needs, you'll find a binding to fill them in The Salomon System.

The System's Managers. Salomon Certified Dealers.

Salomon Certified Dealers
are one of the most important
components of The Salomon
System. Salomon feels that you
should be able to buy your
bindings from a dealership that
will help you select what's
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should be able to buy your
bindings from a dealership that
will help you select what's
are the salomon feels that you
properly. To do this, Salomon
gets together with ski shops
and trains their personnel.
Technicians are trained and
tested on proper binding
mounting and adjustment to
Salomon's own specifications.

Advisors are trained and tested on matching the right binding to your personal needs, and on how to instruct you on the use and maintenance of the bindings. When Advisors and Technicians prove they can do the job to Salomon's standards they earn their Certification



(that's what this sign means). Shop for your bindings at Salomon Certified Dealers. They're the people who can get you into The Salomon System.



There's More to the Choice Than Just the Binding.

The Salomon System.





You can't beat The System, and that's the best reason to join it. When you're ready to select new bindings, see your local Salomon Certified Dealer. He'll get you into The Salomon System.

There's More to the Choice Than Just the Binding.

RESORTS EAST 1. BOLTON VALLEY, Vt.-Live in, sig burnesse day vin

es-ski Me. Four chardits, 23 train; sev day packages available 2. JAY PEAK, Vt.—Deep snow, an aenal tramway and the international flavor of French-Canadian skiers make Jay a unique vacation choice. Hotel located 90 feet from sensi tram. 3. KILLINGTON, Vt.-40-page magazi sets the full story of this four-mountain re-sort: 13 lifts, 55 trails, 20 money-saving

tions, dining and

vacation packages, 88 lodges. 74. LOON MT., N.H.—Brochure describes rates, facilities, ski week packages 75. MAGIC MT., Vt. - Businestive brochure on ks, rates and facil

4. MT. SNOW, Vt.-More than 55 trails served by 14 lifts. International ski school, Albine racing, freestyle, gross-country; 65

76 MT. WASHINGTON VALLEY, N.H. hure describes five mountains, resc 73. GLEN ELLEN, Vt.-Brochure details sk

ek programa, rates and faciliti 66 NORTH CAROLINA MOUNTAINSrest mountain sis resorts. Brochure features ski and family vacation packages. 76 OKEMO Vt.—Bustrative brochure on facilities, rates and ski week programs.

77. PICO PEAK, VI.—Write for brochum detailing ski weeks, facilities and rates.

109. STOWE-4-Color promotional pact Bustrates skiing experience, skii packages 8. STRATTON, Vt.-54 miles of trails and in slopes, ski week packages, rightly

70. SUGARBUSH VALLEY, Vt.-Over 50 lodging facilities, 20 restaurar ski spots. Ski peckages and multi-day lift ticket. 7 lifts, gondola, 33 trails. 7. SUGARLOAF/USA, Meine—2500' verti-cal. 11 lifts, summit snowfield, Alpine village

8. VERMONT—1976 ski guide with informa-tion on all major resorts—both Alpine and cross-country—lifts, après-sis locator map. 9. WATERVILLE VALLEY, N.H.-Vacation programs for all; facilities on two mountains include 32 slopes, 7 lifts, touring. Free shuffle transportation within the volley.

RESORTS WEST

10. CRESTED BUTTE, Colo. - A big mo tain, a full-service resort and a town declared a "netional historic district;" ski vacations. 52. KEYSTONE, Colo.—Sophistics coming and snowmaking, 9 lifts. Ski the grooming and snowmenage.
Summit packages, total resorts facilities. 85. MONTANA MEANS SNOW-Brook lets 18 areas, package tours; ski touring

53 MT. BACHELDR. Ore.-Uncrowded, ver terrain is varied enough to attract begins through U.S. Team. 7 chairlifts, rope low-86 NEW MEXICO-Warm aun snow at 11 luxury resorts in the Southern

13. SKI THE SUMMIT-Ski four dis

13. 3N THE SAMMER — 3N ROY GETTERNE resorts on e eingle Iff licket: A-Basin, Breck-enridge, Copper Mountain and Keystone. 14. STEAMBOAT, Colo.—Bigger and better, with two new lifts on Storm Peax, 94 more acres of glade skiing, a new louring center. 54. TAMARRON/PURGATORY, Colo.-Luxury yeer round report, 40 trails, comde packages, airline servi 95. UTAH-Information on aki opportunities.

TRAVEL 7. AIR CANADA-Colorful "Skilleri" bro

chure describes skiing in the Canadian West, economical ski tours to the Canadian Rockies. 81. BAMACO-Ski Italy '78; \$509/person includes ski lessons, skis, lifts, scool dations, meals, sirlars, more. 18. CANADA WEST-Vacation at Banff on Hotel, Helicopter skiing 19. CHARTERS TO EUROPE-Starting at \$299. No club membership required

103. CITY OF MONTREAL—Exciting ski ve-cation packages with a cosmocolitan flavor.



Here's the latest information from leading U.S. resorts, ski equipment suppliers, vacation packagers and others determined to make this ski season your best yet. Much of the literature, brochures and cutalogs are fresh off the press. Simply select the information you want, circle the number on the eoupon below and return with 35g handling charges to SKI MAGAZINE.

P.O. Box 2763, Clinton, Iowa 52732. 66. FAR WEST SKI TOURS-Details on 14 winter ski vacations to Colorado, Utah, Wyoming, Idaho, New Messco, Alberta 104. MOUNTAIN CANADA-into on heli-

copter skiing in British Columbia, packages. 67. ROGAL ASSOC -- Detailed brochure on variety of 1- and 2-week packages to Coloredo and Europe 24. UNITED AIPLINES—Complete ski pack-age information for Ski the Rockies.

25. UNITED SPORTS ASSN. TRAVEL SER-VICE-information on charters to Switzer-land, France, Austria and Italy Departures

26. WESTERN SKI VACATIONS Inc. -- Ski packages to the Rockies and Europe. Bro-chure lists departure clies, prices and de-scribes hotels and resorts offered.

69. WIST SKI TOURS-Charters to Jack son Hote and Sun Valley every Fnday ng from major Eastern cities Jan. 6-March 24. EQUIPMENT/CLOTHING

27. A & T SKI COMPANY-Color br on 77-76 Dynastar skis and the new Kestinger boot lineup 55. ALLSOP-Brochures on the Allsop ski pole line. Boot-in end Parallela

84 ALPINE DESIGNS-Catalog of 77-78 fashion aktivesar line 58. ATOMIC-Color brochure describ House Aloine and cours country models

98. RI (27ARO-information on '77-78 aki

57. BONNA SKIS/ALFA BOOTS-Technical considerations of Sberglass touring and racing akis, and of light touring, mountaineer-

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56 CB SPORTS-Informative brochure on tull line of competition racing products.

83. CHAMPS—Weatherproof ski binds protection for cartop carriers. 106 DEMETRE—Action brochure on com-plete line of ski sweaters, warm-up suit, touring suit, ski team bags, Skiers Calendar.

102. DENTE INC .-- The Daffy is two shi in one: e combo thermo-undershirt and suffereck pullover for warmth without bulk.

28. DOLOMITE BOOTS—Complete 1977-76 line from Dolomite in 4-C Brochurs. 29. FRITZMEIER-Color brochure on this ine of West German sks, including Fritzmeier's Duo (the ski with attachable weights).

59. HANSON-Color brochure on the Han son line of boots and accessores 32. HART-Color brochure features the new Hart Honeycomb ski line plus the Hart Per-

33. HEAD--Product information on Head skis and instruction by Heed Pro Skiers 60. HERTEL & CO—Info. on Hot Wase Ski Base Repair Tool, repair kits and Hert Hot Seuce and Super Hot Seuce.

34 K2—Color brochure, with Jean-Claude Kely and the Mahre twins, listing technical information on the new K2 skis, poles and eccessories, plus information on Merker bind-35 KASTLE SKIS-Color brochure de

scribes the entire Kastle line. 37. LOOK BINDINGS-Color brochure describes the Look binding line. 38. MDLNAR-Color brochure on the construction and performance leatures of the Moiner Prismatic ski

100. MOOG-Send for brothure describing the Moog binding system.

formance line

39 MUNARI—Color catalog describes orho-paedic design features of Munan boots from Hert, the U.S. distributor for Munani 40. NORDICA-Color brochure describ the unique new Nordica boots and their performance characteristics 41. OLIN-The 1977 Olin ski line presented in point brothure

42. RAICHLE-Color brochure on 1977-78 Raichle boots. Plus "Raichle 15-minuté fit." 43. ROFFE SKIWEAR-Catalog of men's, ladies" and children's skiwear in Rote a 1977-

78 collection

44 ROSSIGNOL-Three color brochures describe the 1977-78 Alpine ski line according to performance characteristics. The 1977-78 cross-country line is described in a color brochure that explains mounting, waxing performance cherecteristics and repair 45 SALDMON NORTH AMERICA-The Beauty of the Salomon System '-on informa-

live brochure describing Selomon products and their use. 46. SAN MARCO BOOTS-from Sec Obermeyer, Ltd. A complete line of ski boots a rear-entry model, styles in extra-large sizes

65 SKI HI-Into and mallorder form on Parablack's ACD, Ski Brake, new Ski and Pole Lock and superista Graphite Ski Pole

99. SKIOSK-Brochure describes unique free-standing compartmentalized storage unit for equipment, slowest, accessories. 48 SPADEMAN RELEASE SYSTEM--In-

formation and description of Spademan bindinas 95. TECNICA-Details on 1977-78 Tecnical

105. TRAPPEUR BOOTS-Send for consumer brochure and dealer listings. 51. TYROLIA-Brochure describes 1977-78

Tyrolin bridgings and acco ... AND MORE 105 ANY MOUNTAIN-Color catalog eval-

able from America's finest ski shoo 72. LEANIN' TREE-32-page catalog of color ski and outdoor scenes on Chratmas cards, stationery, posters. Free sample

86 EXTELON-"Guide to better Raqu ball brochure plus details on racquets and 107. HOBIE CAT-Color catalog on sailing. catemerane and dingy models.

82. PUERTO RICAN RUMS—Send for free "Light Rums of Puerto Rico" recipes. 93 R.S.P.-Information on craftsma and ski products of six American manufac-

50 SUBARU-Find out more ab~# the compiele new line of Subaru automob luding the Subaru 4-Wheel Drive Wagort official car of the U.S. Ski Team.

This coupon expires March 1, 1978

When requesting travel information, it would be of assistance if we knew the following information:

1. How soon will your ski trip be made? (a) within 60 days (b) 60 days or more (c) indefinite

2. How many people in party? (d) 1-2 (e) 3-4 (f) 5 or more

3. Do you plan meetings for club and business groups? (g) Yes (h) No

We regret we are unable to process inquiries without handling fee. 12/77

SKI/December 1977/37

SKI PEOPLE

FRITZ MONDALE: SKIING VEEP

It's nice to have a skier in the White House. Ski equipment manufacturers love it, travel agencies love it, resorts love it. Skiers even like the idea. It's called vicibility.

called visibility.

As Vice President, Walter Mondale isn't nearly as visible as a skiing President. But then that's okay

with him.

Years before Jerry Ford became the country's most photographed skier, sending wire service photographers scurrying, Fritz Mondale was slugging it out quietly on the slopes of the Midwest-Sugar Hills, Quadna, Telemark, Hurley, Ironwood, Porcupine Mountains—"wherever my skis

would fit."

He admits he's no Henri Duvillard,
but he does love to ski. Wife Joan
Mondale, in fact, wouldn't have it

any other way.

"I always wanted to ski, but I grew up in southern Minnesota where there wasn't much snow, and even fewer hills," says the Vice President. "So I started skiing in college—and particularly when I married Joan, who



Mondale: 'Skiing, for me, is essential.' loves to ski. It was a condition of

our marriage."
Mondale also attests to the notion
that a family that skis together gets
it together, "I don't know of any
time that our family is more together
than when we're skinig," says Mondale. "We love it." He and his family
ty to ski at least once a year and in
recent seasons have been skining at
Aspen, Vali and Alta. Says Mondale.
"Sking, for me, is essential. I don't.
"Sking, for me, is essential. I don't.
Know of any sport that's more whole-

ly, that takes your mind off your problems as fast."

Still, Mondale is frightfully frank about his skiing ability: "Il stink." Then he adds quickly, "But that doesn't tell the story accurately because I doubt that anybody has tried harder with less success than me. I used to think it was the equipment, but after 20 years it's just possible there's no talent."

He regrets he has never gone crosscountry skiing. "There's something appealing to me about having a machine carry me up the hill and nature

take me down," he says.
Ironically, if anti-development legislation now before Congress is passed, there may be fewer and fewer lifts in the future to transport the Vice President, as well as other sking mortals, up the mountains. And fewer slopes to ski down.

So what does the Vice President think?

"I don't know what to say," he admits, although he allows that "it's good for the country—even though the ski runs now seem very crowded."

—Barry ZeVan

SANDY BRYSON: DOGS THAT DELIVER

In the Sierra Nevada, a group of skers play a crazy snow game this their dogs: A woman grabs a shortly digs a hole in the snow, and jumps in. Someone hands her a two-way radio and she rolls over on her face. Other skiers cover her with snow and ski back and forth over her grave site. A German shepherd is held out of sight until the burial is completed. Then the dog is turned loose with the command, "Annie, find!"

Annie ranges back and forth. Suddenly her ears reach for the sky when
she picks up a human scent. With a
bolt, she heads for the burial site,
pokes her nose into the snow and
digs frantically. The group skis up
and uncovers the victim, who pops
out of the snow, gives Annie a big
hug and shouts, "Good girl, Annie!"
Snow madness? No, it's Roberta

Huber and her dog, Annie, on a training session with members of the Wilderness Finders, more popularly known as WOOF.

Sandy Bryson, who trained with dog search and rescue units in the some, that's better for you physical-Alps and Washington, organized the WOOF unit in 1975.

WOOF is a non-profit organization with members from Lake Tahoe to San Francisco who train their own dogs and volunteer their time to



respond to search and rescue calls on

respond to search and rescue calls on a 24-hour, year-round basis. Although most of their missions are in the Pacific Southwest region, WOOF goes wherever they are needed. With the increased interest in cross-country

skiing and winter mountaineering, many of the calls are for people lost in the snow.

On their first snow mission, Roberta and Annie located the frozen body of a cross-country skier who was buried under seven feet of snow.

Not all searches end so grimly. On an earlier search, Sandy and her dog, Hobo, quickly located a small child who was lost in the Santa Monica mountains. In the last two years, WOOF has answered 35 calls, finding all but two of the missing persons.

All people leave a scent on the ground and in the air wherever they go. WOOF dogs are trained to search for the air scent. If the trail scent is wiped out, the dogs can pick up the scent that still lingers in the air.

Training a dog takes two years and is rigorous. A well-trained dog learns to respond to over 100 com-

If you should become lost, forget the moral of the old fable. Crying "WOOF!" could save your life. For more information, contact

WOOF, P.O. Box 14304, South Lake Tahoe, Calif. 95702.

—Juanita Browne

Jaconna Drown





conditions. Wagoneer is specifically designed to meet not only his everyday transportation needs, but also for overcoming those off-the-road obstacles leading to his country life-

the place where he really lives. Jeep Wagoneer-Spaciously comfortable with all the most wanted options standard. They include automatic transmission, power steering, Quadra-Trac, Jeep's exclusive automatic 4-wheel drive. power front disc brakes and a powerful 360 V-8 engine.

Jeep Wagoneer-Exceptional, commanding, unique. The vehicle that reflects a very special man's lifestyle.

ion, a subsidiary of American Motors Corporatio

Jeep

We wrote the book on 4-wheel drive

SKI LIFE.

Rethinking snow reports, return to the Caucasus, choo-choo time in the

Tyrol, air fare breaks for skiers, a lottery for the Lauberhorn?

AND NOW, NASTAR WITHOUT

NASTAR racing is only 10 years old and already it has produced its first offspring. Cross Country Nastar debuts this year, after last season's trial run at Snowmass, Colo., Kirkwood, Calif. and Telemark, Wis.

Markins and the state of the st

WILL MY KID WIN THE 1996 OLYMPICS?

"An athlete's physical limits are predetermined at birth," says Dr. Marvin I. Clein, chairman of the department of Physical Education and Sports Sciences at the University of Denver.

Since he started working with the U.S. Ski Team in 1968, Dr. Clein has determined how to spot and train the young people who are most likely to be winners. Among those he has reshaped: skater Dorothy Hamill, skiers Rosie Fortna, Hank Kashiwa and Erie Poulsen.

"I don't care how motivated a kid.
is. If an athlete hasn't been born with
a mechanical advantage, he won't
make it to the top, But give me a kid
with natural abilities and nothing can
stop us from making him the best in
the world. Typical "advantages,"
says Dr. Clein, are wide shoulders
for ski jumpers, narrow hips for
racers.

THE FASTEST UNOFFICIAL

Steve McKinney, the 24-year-old speed skier from Squaw Valley, Calif., smashed skiing's world speed record September 22 with a blistering 121.77mph run in Portillo, Chile.

But the world hardly took notice.
McKinney's record run was
deemed "unofficial" because of the
absence of International Ski Federation (FIS) officials and political
games-playing that left the racers
with the task of regrouping and reorganizing the meet affer the aborted
Kilometro Lanciato speed trials in
Cervinia, Italy, in mid-summer.

The speed fraits, in fact, came off with less than a full deck. After weeks of frustration, days of re-packing the run after relentless snowfalls and avalanching, waiting for the arrival of timing gear and a "go" from the FIS and Chilean Ski Federation, only six competitors were left—four Americans (McKinney, Craige Calonica,



McKinney eases out of his tuck after his record-shattering speed run at Portillo.

For skiers? Dr. Clein is working on it. Someday you might be able to check in with his Denver lab and shave seconds off your NASTAR handicap. Meanwhile, his lab has worked out two days of physical and psychological tests that spot athletes with championship potential in any field. Promising ones can then train with Dr. Clein in individual programs that may last several months.

The doctor thinks brains count, too. "Superior intellectual capability tends to compensate, up to a point, for a deficient natural physical endowment," he says.

Paul Buschmann, Tony Merulla), a Chilean (Gonzalo Rojas) and a Finn (Kalevi Hakkinen). Tom Simons, the American who broke the speed record last year in Cervinia, had commitments back in the U.S. and was unable to compete.

On the first day of the competition, the track was slow, having been softened by Portillo's brilliant midmorning spring sun. McKinney, skiing on Authier 240cm skis, Dolomite boots and Salomon bindings, clocked 109.97 mph.

It was on the second, final day of the trials that the speeds started to climb. The racers moved the timing gear 300 feet farther up the 2,296-foot course where speeds proved to be faster. (The racers: "average" speed in the trap, between two timing devices set 100 meters apart, determined their times.) The run was considerably steeper than the course at siderably steeper than the course at start leveling to a gradient of 30 degrees at the bottom.

McKinney, in his first run, lost his balance after hitting the timing section at 11 Imph and crashed specacularly in the outrun, bending one of his skis like a pretzel. Incredibly, he was unhurt. Brushing himself off, he changed skis and wedeled his way to the lift for the trip back to the top, jumped into the speed chute, and proceeded to uncork his record-breaking run.

In the FIS record books, Tom Simons' 1976 record of 120.84mph still stands. But for McKinney, who set the world record in 1974 and has placed no less than second in the world speed trials since, it was an undisputed triumph.

WHAT MAKES TARHEELS

WELL-HEELED?

OK, Yankess, here's proof that southem sking ain't peanuts. The North
Carolina Commerce Department
proudly announces that its ski areas
grossed 55.7 million from skining last
year, and that when only eight of its
Commerce statisticians figured that
the eight areas in um pumped 518.6
million into the state's economy and
that by the time this circulated through

the state, \$93 million changed hands.
The areas chalked up 338,000 skier days during the season. The

SKI/December 1977/41

continued

communed skier's average daily expenditure was estimated at \$55 per day. That is an intriguing figure compared to the \$35 average daily expenditure at, say, Mount Bachelor, Ore. But then Bachelor's day ticket cost \$8 on weekends and North Carolina's Becch and Sugar Mountains have been charging \$15. Those are the very areas that together account for 100,000 of North Carolina's skier

ays. The South has risen.

GOOD PROGRAMS FOR

Those individualized, customized, specialized ski-school programs aimed at advanced skiers (see Ski Week, November issue) have now invaded Colorado.

At Vail, for instance, you can take a "Workshop in Skis" through December 16 (or after April 3) for either three days (\$24) or five (\$35). The concept is to let you define the area you want to improve in—mogules, running gates or just "refining runs"—and take concentrated classes in

The program also includes two afternoon sessions on selecting and maintaining equipment and understanding the new learning theories—which alone might be worth the price

of admission. Across the pass, Copper Mountain is hosting an intensive program where, again, you can decide on the area you wish to concentrate on: moguls, deep powder, speed skiing, racing, ballet or cross-country. Copper's breakfast and lunch sessions will offer lectures and insights on the psychology of high-risk sports, inner skiing, equipment conditioning and exercising, plus extensive use of videotape and films. Evening sessions during the three-day seminars will cover such technical aspects of skiing as avalanche control and snow farming. For information on dates, agenda, lodging and prices, write Jerry Muth, Copper Mt., P.O. Box I, Copper Mt., Colo. 80443.

EXIT EVIAN

Evian, the French mineral-water bottler whose name has been synonymous with international ski racing, has decided to drop its sponsorship of the World Cup circuit.

Evian had pumped over \$30,000 annually directly into the FIS coffers, and its yearly promotional budget to sell its connection with ski racing has totalled another \$200,000 in re-

cent years. The company, crippled by labor strikes last season and an eroding share of market, announced it will end its ski racing program this year and develop other public relations programs based on something

other than sports.
Although Evian's Swiss division
will support the World Cup final in
Arosa in March, the loss of Evian as
the overall circuit sponsor dealt a
blow to the International Ski Federation (FIS), which has begun scrambling for new sponsors. Mark Mcbling for the sponsors. Mark Mcbling for the sponsors of the sponsors
Mark McManagement Group has been asked
to help and the firm is now working
actively but "mofficially" on behalf
of the FIS.



Here's a 'new uses for old geal' idea. Reader Russel Davies, chronic sufferer of 'anide droop' as a hockey pleyer, altached a pair of bades to his old Lange bods and has been skating merity even since. I doubt, 'woto Davies, that Lange would be interested in marketing the idea, but I'm happy with it." To the contrary, Russel, Lange introduced its rigid-shell hockey shalls be reyer set any on the beautiful still like your idea—you saved yourself the doubt.

SOCIAL NOTE FROM UTAH Merrymakers, take note: Utha announces a breakthrough. It is now legal to obtain a mini-bottle, order a set-up and consume both while you are still waiting for a restaurant table. No more perishing of thirst while waiting for earlier birds to finish their steaks. Simply sign the Intent to Purchase Food register and sip

Unah has further simplified ski life by appointing a new central restrations service. It is Global Sports Tours/Utah, a branch of Beverly Hills' Global Sports Tour, a firm that has specialized in getting few Coast skiers to the Rockies. For anyone in the continental U.S., Global has a toll-free information and reservations number for such Utah reads as Alta, Park City and Snowbird: 68001 453-9445.

THE UNFORKED TONGUE

Do the first ski reports you have seen this season seem to be more, uh, realistic than before?

Ski areas that used to take unjustified pride in their snow conditions have been chastened by the words of the Vermont judge who awarded \$1.5 million to a skier paralyzed by injury. He warned that areas claiming to provide "billiard-table slopes" would be responsible for injuries resulting from less than table-top conditions. Some operators, as a result yow do to too pedators, as a result yow do to too pedators.

Meanwhile, a new way of reporting snow conditions, now being tested at Vail, could lead us to a new era of accuracy, complete with a new set of terms to throw around.

The key term, SQI, is short for Snow Quality Index. To arrive at its SQI for the day, each area would score itself specific numbers of points for different factors—base, snow during past week, snow during past 24 hours, weather expected, type of surface. The maximum score: 100.

lace. The maximum score: 100.
Instead of loaded terms like "excellent" or "poor," the SQI would
give a numerical rating that realistically accounts for the factors that
make the conditions uppealing
and the conditions of the c

12 inches and the surface powdery. Father of the SQI is Robert Dorf, whose Dorf/Meuller, Jordan, Herrick PR agency represents the Ski the

Rockies resorts.

He found last season's dearth of meaningful reports as unnerving as the dearth of snow. While the flatlands recled under reports of "no snow in the Rockles," Dorf tried to figure out a new way of reporting that would keep things fair, square and publicizable via newspapers and stations that give ski news short shrift.

Working closely with SKI Senior Editor Seth Masia, Dorf used the pre-season months to perfect a formula that could be battle-tested at Vail. Stay tuned to find out if there is a SQI in our future.

IF YOU CAN'T BE FRANZ KLAMMER, WILL YOU SETTLE FOR CASEY JONES?

Skiers at Mayrhofen or Schruns, Austria, can arrange an après-ski activity the gang back home will never outdo: driving a genuine steam locomotive on a real-life scheduled train. The American's Best Friend at the resort's tourist office can set it



continued

up with the Austrian Federal Railways, which has an audience-participation program. Then when you yell "Track," you'll mean it.

yell "Irack," you'll mean it.
If you are a passive-type railroad
buff, check out Austria's unlimited
transportation pass. Do all the firstclass train and bus riding you need
for area-hopping in Austria for about
\$65 for eight days, \$89 for 15. If
you'll settle for second class, the
tab drops to \$48 for eight days, \$65
for 15.

APEX FOR ALPS, MDWK FOR ROCKIES, OTC FOR ALL, GET-TING READY FOR FREDDIE

Airline packagers speak in confusing tongues, but since they have the planes, we must humor them. Much of what they are now saying translates into good news. The general principle: as basic fares rise, ways to get around them proliferate.

For skiers headed to the Rockies, United, TWA, Continental, and other airlines will shave as much as onethird off the regular economy fare to Denver, Salt Lake and other gateways if the skier agrees to fly midweek. (Definitions vary by airline, but midweek is usually defined as

Tuesday to Thursday.)
Hurdle One: will anyone rent you a room on, say, a Tuesday-to-Tuesday basis? Thankfully, some Rockies lodge-owners have pledged themselves to accept midweck reservations for 20 percent of their beds. Hurdle Two: Can you start your vacation in

THE RUSSIANS ARE WAITING

In his report on the first U.S. ski

junket to Russia ("One Borscht, Two

October, SKI) Rigo Thurmer predict-

ed that the Russians were too sensible

to invite disorganized, unpunctual, noisy types like American skiers

But Dostoyevsky fans should know the Russian capacity for suffering.

We are all invited back. Two 1978

trips to Cheget in the Caucasus have

been announced by the Citizens

Exchange Corps, a non-profit, non-

political group that is organizing trips to the Soviet Union for groups

Sports Federation, the CEC arranged

for the first American ski tour to the

Soviet Union. Both hosts and skiers

found it sufficiently fascinating to

stage an encore, in two phases. For

\$1,259 you get a choice of Finnair

departures from New York on Febru-

ary 17 or 25, three nights in Moscow,

Shashliks and a Lenin Poster To Go.

the middle of the week? Hurdle Three:
Do you want to?

Midwest skiers bound for Denver or Colorado Springs (see "Getaway Rocky Gateway," November SkI) can use Continental's night coach fare of \$138 (regular economy fare, \$172) and you don't even have to fly by night. Continental has weekend DC 10's that take off at 5:59 a m

Europe-bound skiers with two weeks to spend can now take advantage of the favorable APEX fares that were previously available only to those staying 22 to 45 days. Now you can get them for 14-45 day trips.

Swissairs. New York, Greens, Swissairs. New York, Greens, Swissairs, Swissair

Skiers bound to many places, foreign or domestic, benefit from new rules regarding the OTC (One-stop Tour Charter) flights, which are sold to all comers, affinity-group member or not. You used to have prepay OTC flights; now you can reserve and pay up to flight time. However, you must prepay your hotel package at that time.

Europe-bound skiers, who have been hearing about Freddie Laker's Skytrain and the counter-bargains offered by scheduled airlines have been disappointed by the word that those fares only apply to New York-London flights. Adventurous bargain-

two nights in Leningrad and seven nights at the base of 10,075-foot Mt. Cheget. Meals, rooms, lifts, guides and transportation are included. Contact: CEC, 101 Park Avenue, New York, N.Y. 10017; (212) 889-7960.

Mt. Cheget: the welcome met goes out.

hunters, however, could consider flying to London via Laker and there boarding one of the modest-priced charters run by British travel agents. Active among ski-trip organizers in London arc: F. & W. Ingham, 329 Putney Bridge Rd., SW. 5/09 Lunn Ltd., 4 Chiswell St., ECI; Ski Supertravel, 22 Hans Place, SW.

PINCH A PENNY, GOOSE YOURSELF

The reason the price of down is up is that America is chicken-hearted. So says Seattle parka-maker Dom Shingler. Speaking from his office in what he describes as "the down capital of America," Shingler says that "Ducks and gees are raised in every country and every climate. Down is the butter and ege money of the world. The housewife saves it up and exchanges it at the local marketoliace.

"In America we eat chicken and turkey while the rest of the world eats duck and geese. Next time you go out, order duck—we need the down."

Who'd have thought it was Colonel Sanders that drove up the cost of skier's vests?

BIND FOR GLORY

Would you believe that your chances of injury from a malfunctioning binding are only 1 in 20? John Perryman, SKI's equipment

consultant, is called upon to testify as an expert witness in some 250 ski injury suits each year.

"The two biggest causes of in-

jury," he concludes, "are boot-binding incompatability and the crossing of skis.
"There are 20 different physical

"There are 20 different physical forces that affect the skier's movement, and only one of the 20 goes through the binding's release mechanism."

So cross your fingers, not your skis, and ask a ski shop if your bindings really work with your boots.

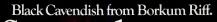
NORDIC GOES GALLIC

This will prove that cross-country is no geriatric sport: Club Med has just opened a village devoted entirely to ski touring in Pontresina, Switzzerland, just down the road from its ski-mad operation in posh St. Moritz.

The prospect of Gallic Nordic might be a shock if your image of a Club Med is a hotbed in a hotspot. Hold that picture, take away the palm trees and then put some warm clothing over those bikinis. Voila, you have one of the 18 ski villages operated by the Club in various Alpine resorts. No matter what the country, the

with special interests.

Last year, together with the USSR



Soon to be seen in the best of circles.



continued

own 600-person staff of Frenchcertified instructors. Club vacationers ski herd end fast, reserving their legendary zeal until after dark. Many of the clubs, like the St. Moritz center, feature cross-country as well as Alpine skiing.

Apine sking.

Cross-country skiing became popular enough with the clientele dabout 53 percent of which is French and 17 percent North American) that Pontesian has been set up with 45 kilometers of its own touring trails plus access to the huge trail network that winds through the Engadin Valley toward St. Moritz.

The Club's other new ski center is Wengen, the automobile-less village halfway up the Jungfrau massif. The club occupies what used to be the Palace Hotel, the very spot where Robert Redford dined while filming Downhill Racer.

SELL YOUR SNOWMAKING STOCK It's official: we are entering a new

Ice Age. The trend is toward cold. The announcement was made by a team of British and American scientists who have been analyzing fossil organisms obtained at various depths in the mud of the ocean bottom. By plotting the variations in the organisms and matching that against the mathematics of the earth's orbit, science now has a positive correlation. The earth's orbit changes very slowly from the present eliptical shape toward a more circular shape. The most circular shape has been found to correspond with the cold-indicating organisms.

Dr. James H. Hays of Columbia University says that since the earth's orbit is currently going toward circular, he expects substantielly more glacietion will cover the Northern Hemisphere—soon in geological terms, about 3,000 years in human terms.

In the meantime, we should have some increment in the snow cover, which is nice.

COFFEE, TEA OR HOT WAX? Competition between airlines is keen, at least on the slopes. The International Airlines Ski Federation, now

tional Airlines Ski Federation, now in its second season, plans to rally around their carriers' respective banners at Naeba, north of Tokyo, February 28-March 4. Competition between ski teams

composed of airline employees, in fact, is older than the Federation. Anchorage, Alaska is a major layover



Presenting this Biplier processin, hardes John Docump cut them not welled by jour shower, or any other walls in your shower, or any other walls in your home for the metter. According to John Parkes, who has come to you with the source for binals, "he dehouse and has since used it in rental oil agartements with remarkable rental bill agartements with remarkable rental bill letterstep? Write Creative Techniques, Department 51, 40 Beaumaris Pileon, Department 51, 40 Beaumaris Pileon, for 52, a step-by-step description of the process.

point for many airlines and 19 years ago the Anchorage Times decided to sponsor races for airline employees, first at Arctic Valley, then at Mt. Alyeska. The airline people's devotion to fun was deemed too strong for a family newspaper to sponsor, but the racers wanted to keep on racing, so Howard Clifford of Western Airlines' Seattle office organized the new group to sponsor its own events. Last winter, their first formal meeting-plus-race was held at Les Diablerets, Switzerland. Some lines treat their teams very seriously. Western, for example, has formal tryouts and practice sessions for which 100 people often turn out. If a team does not do well at the

March races in Japan, it gets another crack at trophies in July at Thredbo, Australia. Airline employees don't have to worry about paying full air fares, so they can follow the snow.

LET'S HEAR IT FOR REGULATION

Deregulators are as bed as ecologists, Bill McGruder, vice president of Piedmont Airlines proclaimed, becoming the hit of the second annual Ski Travel Symposium held at

Snowbird, Utah, last spring, For old-fashtoned types who as same corporation vice presidents are must point out that McGrader was criticizing the U.S. Congress' threat to quir regulating the at lines. His service to small cities, thus drastically affecting skeir air travel. His recommended solution to resort operators traditional corporare character: [70ganize to make your voice heard, just like labor!"

DOWNHILL'S DAILY DOUBLE

The Swiss Ski Federation is pushing to set up a betting pool on World Cup downhill races. The Swiss ski team, which annually faces problems of fund-raising (sound familiar?) has traditionally been perety imaginative in its fund-gathering efforts: last traditionally been perety imaginative or a coccer game between the Swiss per a soccer game between the Swiss per a soccer game between the Swiss per a coccer game between the Swiss forder and the specific period of the swiss of the swiss of the swiss forder at the swiss federation, has borrowed another idea from the soccer world: betting pools.

Throughout Europe soccer fains can bet on weekend games by buying tickets at local newsstands, the jackpot going to the owner of the ticket with all the right picks. The soccer pools are run by an organization called Sport-toto, and Ogi wants Sport-toto to set up a similar system for World Cun downhills.

But how do you play the exacta?

WORLD CUP TO WATERVILLE The homeless half of the U.S. World

Cup swing has finally come to rest
—at Waterville Valley, N.H. World
Cup giant slalom races for men and
women will be held March 6-7,
following a slalom/GS series at Stratton, Vt., March 2-5.

The second U.S. race was originally scheduled for Aspen, March 10-12. That date was cancelled after it was discovered that the Aspen Skiing Corp. and the U.S. Ski Team had announced different dates for the race.

The event was then rescheduled at Mt. Cranmore, N.H. By early September, however, the U.S. Ski Team had asked Waterville Valley to host the race, opparently because officials were dissestisfied with Mt. Cranmore's preparations.

MAKE SOMEONE'S SHIP COME IN.

When you give a bottle of Cutty Sark Scots Whisky in this shimmering gold package, it

reflects nicely on you.

But it does even more for the one who receives.

Because inside the package is Scotch with a smooth, distinctive taste that is vastly appreciated.

In fact, last year Cutty Sark was appreciated by more Americans than any other Scotch.

So if you have friends still waiting for their ships to come in, there couldn't be a more appropriate vessel.



THE WINTER DRIVER

Front-wheel, four-wheel, rear-wheel or what?

BY I. WILLIAM BERRY

Late last February, as I watched a foot of new snow bury the parking lot at Okemo, this girl came up to me and asked, "What kind of car do you recommend? You ski writers should know what can handle this kind of mess."

"Snowmobile or Thiokol," I muttered, just hoping I could find my own ear, much less drive it out of that 4 p.m. quagmire. "Or just as good," I added, "a four-wheel drive truck with a high-low transfer case, big, fat tires with an open tread; three feet of road clearance and a pincline to Ultr."

"But what will I do with it the rest of the year?" she wailed—and there she had it. Most of us drive peoplecars, not camouflaged trucks. Most seeple need a car to live with for 22 months a year for three to five years and which, from time to time, an get you to and from a ski area under adverse conditions. No one can dispute the advantages of a four-wheel-drive in wide advantages of a four-wheel-drive in ski country all winer long, and the car we drive must enough to live in ski country all winer long, and the car we drive must consult to the car we drive must be consulted to the car we drive the car we drive must will be consulted to the car we drive the car we drive must be consulted to the car we drive the car we drive must be consulted to the car we drive the car we drive must be consulted to the car we drive the

winters.

It's not so much a matter of the type of vehicle you select as it is a matter of how you put the pieces together.

Engine size: Is bigger better?
Sadly, yes, because in these days of Carterian conservation it would be nice to push the small engines. How-

ever, that's all too often what you will have to do, because a harsh winter kicks hell out of a car's engine. Small engines feel it more, because each cylinder has to do more and each mile per hour takes more revolutions in a four-cylinder than in a six or eight. A larger electrical system can also absorb more use of accessories before it starts sputtering, and when you have fog lights, front and rear defrosters and your wipers working. you are putting a mean strain on the whole system. Also, big engines develop less torque which, coupled with a lower-ratio rear-end differential, gives you less wheelspin and more usable power. So as a quick rule, don't get the smallest engine that comes standard with the car you'd like if you have an option. Go up at least

Remember this sign...

one notch.



• Engine type: Gas or diesel? No issue here. Diesels just can't hack it in the very cold. On a bad day, you'll need 15 minutes to warm it up enough to start, and in several states you'll need a special permit to buy the fuel. (Against this, if your ski house has an oil-heater, you can siphon some off for the car') No, the gas engine may not be perfect, but it's still the best around.

Trassmissions: Monued or uncare a Trassmissions in domaic? Despite my preference of a four-speed manual transmission, the sissue is not one-sided. The manual offers more control in a crisis, but a control of the sissue is not one-sided. The manual offers more control in a crisis, but at 40,000-50,000 miles, and a manual caparbox will freeze before an automatic. Against this, however, the great wheth, cornbined with that artform known as "feathering" the clutch, lets you come out of deep the control of deep the control of t

snow or off ice much more easily.

• Batteries: Will they turn the engine over? We've all been so oversold on the "life-time, service-free" warranties of the new batteries that we forget to look for the single most important feature: cranking power. Most new cars offer the minimum: american

age equal to engine size. (For example, the Ford V-6 1 drive has a 171 cubic inch engine and the standard battery for it offers 171 amps.) For heavy-duty driving in ski country, with its minus-40 startups and high use of accessories, look for at least 50 percent more amperage. Also, make sure the "reserve power" how long the battery can keep your accessories running without the en-

gine running—is al least three hours.

• Gauges: Are they really necessary? Yes. This is no macho affectation, and if your car doesn't have
them, add them. Oil pressure, more
than water temperature, tells you
when your car is ready to drive; a
tachometer warns you about wheelspin and torque; and the amperage
dial warns you about electrical overloads before you blow out. (The red

lights only sell you these things after they happen.)
So now we have you with a V-6 or V-8 gas engine hooked up to a four-speed gearbox, festooned with everything in the S&W gauge catalog and powered by a truck battery. Next, you want to know, what do you

drop all this stuff into?

Basically, cars come in four types:
four-wheel drive (4WD), front-wheel

drive (FWD), rear-wheel drive (FWD), and the all-but-vanishing rear-engine/rear-wheel drive (RED), by now, we're all aware of the advantages of the 4WD. Nothing beats it in snow, so there's little need to dwell on its virtues here. But what of the other types? Obviously, any general statement will have its exceptions, but an overview is helpful.

RWD3. Front wheels steer, rear wheels push, and you have adequate to excellent control over both askes. Begine weight is over the front wheels, which produces excellent crisis steering and braking. The rear end tends to be light, which can create to the initial traction and skidding problems, but you have enough powers of the produced by the produced of the produced by the produc

for good winter driving.

FWDs: Front wheels steer and pull,
which gives you excellent control
over the front axle, none over the
rear. Engine weight is over the front
wheels, which gives excellent steering, braking and initial traction. The
rear end, however, tends to be very
light, which creates the most serious.

continued

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These 10 brands are the best in Austrian ski know-how.
Top Team Austria-more skiing pleasure for your money.

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Come in, share our enthusiasm and our appreciation for excellence. Rossignol's demand for performance has won acclaim In the world of ski for 70 years. Whatever your style or ability, experience the best of the best.

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Ski Barn's Test Run Offer

Buy the Rossignol Skis. Take a test run.

It you are not completely satisfied, return your purchase within 30 days. We will exchange your skis for any others from our selection of Hexcel, Olin, Kästle, Dynaster, K2 or Fischer. Your bindings will be remounted at no charge to you of course. This offer good only through December/January.

At Ski Barn we're dedicated to safety and comfort, we appreciate the skier's need for a very individualized program. Skis and bindings must match your style and ability. Boots must fit, comfort is essential. Ski Barn offers person to person service because we feel "Your safety is our responsibility."

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deys 10 to 10, Set. 10 to 5, Sun. 11 to 4 20 minutes from Menhattan via the G. W. Bridge or the Lincoln Tunnel, 2 miles east of Willowbrook off Route 46 at the McBride Avenue exit. 50/December 1977/SKI

THE WINTER DRIVER

continued

skidding problem because you have no power at the rear to pull the car back into line. Size range is generally small, mostly subcompacts.

J. R. Linds W. D., when wheels steer, rear wheels push, and you have adequate to excellent control over both axles. Engine weight is over the rear wheels, which gives excellent initial traction and minimizes skidding problems; the front end tends to be light, however, which can create steering and braking problems. Only two of these remain, the VW Beelle which no longer is being proportion. The proceeding of the process of

Which is best? There's no such thing. I've always had a respect for REDs—but never enough to buy one. And between the FWD and RWD, I

see no major differences.

Admittedly, the FWD people make a good case, but before you buy go out and try a few. Its fans insist you don't have to worry about the inability to pull a FWD out of a skid because "it doesn't skid," but I can

tell you firsthand that I've skidded them. "Then you must have applied the brakes," one FWD champion challenged. "Yes," I admitted, "I tend to do that when I want a car to stop."

Å good FWD can do some things braking, setering, initial traction better than a good RWD under normal driving conditions. But in a crisis, a well-set-up RWD will pull you out of a skid easily, let you stand on the brakes hard (inavisable though this usually is) and execute a maximum-evasion maneuver more RWD will hit thoue crisis conditions earlier ... so it's something you'll have to test for yourself against your

the other thing you will have to face in the choice between an FWD and an RWD battle is that aside from the Cadillae and Olds, all FWDs are imports (no matter whose label they're sold under), which can create problems when the car goes belly-up in the ski country hinterlands on Sunday morning. Yes, most exotic imports are fine machines—but what

own driving technique and pref-

happens when the nearest garage doesn't speak the language? Equally important, imports tend to

have smaller electrical systems (16 amps) than U.S. cars (25 amps), which can be unfortunate when you have all systems going during a blizzard and you start popping fuses.

Still another fiction seems to be edging into the "factual" realm in recent years-namely, that a small car is better on snow and ice than a big one. This simply is not true. Without dwelling on the esoterics of low vs. high polarity, the truth is that a well-balanced large car, once it gets rolling, can do wondrous things that small cars have to struggle to achieve. Patriotism, gas-miserliness, overall fun and control are good reasons to buy small cars; snow-handling isn't. I happen to like how a smaller, 100-inch wheelbase performs, but I'm not going to insist it does a better job in snow than a 4WD or a wagon.

The moral of all this is don't get overly hung up on the "best possible winter car." Buy what you like and, if you have to, modify it for winter

. . . and we'll be telling you how to do that next month.



There's more of what every skier goes looking for in Aspen than in any other ski resort in the U.S., but here are a couple of tips to help you enjoy yourself even more.

Plan to be in Aspen in December before Christmas, in January, or in April. You'll find more elbow room at restaurants and hotels all over fown. You'r reservations can be made more easily at these times. And, last but not least, you'll probably spend more time on the slopes. And less time waiting in line.

Use a professional travel planner to put your trip together. You'll probably save money. And a professional can make sure you'll get just the right accomodations to suit your tastes. Get in touch right away. Because there's only one Aspen. And this is your year for the thrill of it all.

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THE WAY IT WAS

The Cult of Classic Parallel

Worship of the classic legs-together parallel turn reached its apogee in the 1950's when this was seen as the greater good, the end to which all skiers aspired. Since that time (to the confusion of a good many learners who still, through the usual time-lag in such things, seen legs-together parallel as the goal of all technique) things have changed. And thereby hanes the tale

The reason for the change to "wide track" parallel, viewed today as a sounder turn, is that there have alSondre Norheim, best of the Telemark skiers. Norheim had skied in 110 miles to Christiania to enter the third "invitational jump" meet on tverslokken hill in Christiania. Norheim finished his jumps with a smooth, quick stop turn in which, it seemed, he almost spun the skis in place. This was something the Christiania skiers had never seen before. It caused a sensation.

However, technical discussion in those days was a very primitive thing, and it was not until the turn



Stem christie pionear Hannes Schneider (left) pops a hop turn at St. Anton, circa-1910. Franch speedster Emile Allais (right) substituted a parallel sideslip for the stem.

ways been two kinds of parallel turn. The first to develop was the "sid-ing parallel" in which the skis were theld as flat as possible once the turn was started in order to let the skis second kind is a "Garred parallel," in which the ski is put on edge to produce higher speed through the turn. The wider apart the feet, the more the skis are on edge and the more profite they are to caree when the country and the started, all other things being equals.

The first type of parallel, the skiding kind, was called "The Christiania" for no good reason except that christiania was the capital of Norway (now called Oslo) in the decade the Christiania was the capital of Norway (now called Oslo) in the decade the Christiania turn was first developed. The turn was developed not in the city of Christiania as some historians believe, but in the section of Norway some hundred miles to the Northwest known as the Telemark.

The vear was 1868 and the man was

of the century that the turn got a name to distinguish it from the "other turn" —the long, swooping Telemark turn,

Norheim's Christiania was initiated by splitting the inside skt inj away from its partner and pointing it toward by splitting the inside skt injection in the injection injection in the injection injection in the injection in the injection in the injection in the

Obviously the skid was an ideal maneuver for the learning skier whose problems of learning multiply geometrically as his speed increases. But the scissors Christiania itself was not a good beginner turn, because 1) it was accomplished with a fairly narrow stance, and 2) you needed a

good head of speed to bring it off. This didn't bother the Norwegians much, since they had been on skis since childhood and had developed a marvelous balance by the time they were adolescents. But it did bother the Europeans on the continent who were, for the most part, learning to ski as adults. The search therefore was on for a turn that would give you a skid at low speed.

The first step in that direction was accomplished by a unlikely skier, an excomplished by an unlikely skier, and Austrian scholar and mountaineer anamed Mathias Zadrasky, Zdarsky imported a pair of skist from Norway to his home in Lifeinefd outside of Vienna, Instead of splitting the skis to turn, Zdarsky skeeded to toe them in, the first "stem turn." The toeinging in did slow the skist down and caused them to skiel, the stem of the skiel, the skiel, the stem of the skiel, the skiel, the skiel, the skiel, the skiel, the skiel is skiel is skiel in the skiel in th

In the early 1900's, as those skiers who had learned to stem got better and better, they invented a couple of new additions to the stem that made it both easier and more effective, promoting a fasser skid so the turn could be executed in a shorter are, and some the state of the

The stem christic was a spontaneous and simultaneous, almost inevitable development from the stem, and it led directly to the sliding "parallel christic" or classic parallel turn so beloved in the memory of the 1950s.

Among those who were making stem christies in the first decade of the 1900's was Hannes Schneider, proprieter of the ski school at St. Anton, Austria. The Arlberg Ski. School, as it was called, became world-reknown and Schneider is therefore generally credited with the invention of the stem christis. Schneider's own account of his spontaneous discovery of the turn was as follows (from Roland Palmedo's Skiing the

"I can still remember today that I was quite surprised how in the execution of a stem turn at fairly high

International Sport):

52/December 1977/SKI



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THE WAY IT WAS

continued

speed, the inner ski came into the parallel position quite automatically after passing the fall-line. This I practiced further, without showing it to my pupils, and soon discovered that one could in this manner make changes in direction much more quickly. Thus, the stem christiania developed. That was in the winter of 1908-09 . In the winter of 1909-

 I began to teach the stem christiania and at the same time to more

or less neglect the Telemark."
The stem christie became domesticated after the first World War when Schneider found out, as a ski troop instructor, that a young, able-bodied skier could learn to stem christie in

only four weeks

And in this first "intermediate sliding turn" the process was started off simply by getting up to speed in the stem and closing the stem while the skis were still at speed, so that they would skid parallel through the turn rather than skidding toed-in. But, another, second factor—body rotation—was also being called on to make the skid a quicker, surer thing, even at lower speed.

Schneider himself discovered body rotation in 1909 as part of his discovery of the stem christie. From Frank Elkins' World Ski Book (1949): "While skiing alone on the Galzig

in St. Anton, I encountered a dangerous stretch of breakable crust Traversing in the crouch always associated with the Arlberg Tech inque, I started the normal stem turn. My skis stuck in the fall line, impeding forward progress. To turn the skis back to the traverse, I was forced to pick up both skis and force them around in a jumping turn. On the next corner I repeated the maneuver.

"Next morning, I went out on the practice slope and tried an experiment. Stemming slightly with the downhill ski, I shifted my weight around, using shoulders and hips. The turn was completed smoothly without lifting the skis off the surface of the snow. The faster I went, the less stem was needed to make the turn. I returned to the top of the slope and made several linked turns in this manner. I had discovered a natural series of turns, each evolving into a faster one and culminating in the stem christie. This led eventually to the tempo christie, now called the parallel turn.

In 1910, Schneider made an unofficial run at the slalom race of the Swiss Championships, of which he said, "I have always believed and still do that on that day at Grindelwald the beginning of the skiing revolution was established on an international scale. Using stem christies the entire length of the course, I improved on the winners' time by several seconds. Although it was announced that my time was the best, I was regarded as some sort of a freak or exhibitionist, Many of those who witnessed it, however, were tremendously excited by this new style of ski-

So Schneider's "flying stem plus rotation" caused another sensation, comparable to that of Norheim's 75 years earlier.

(Schneider wasn't the only one to find body rotation helpful. Other skiers in 1910 were also initiating a scissors christiania with body rotation; body rotation therefore has to be looked at as a spontaneous development of the first decade of the 1900's, rather than the invention of one man.)

The jump into the "pure parallel" turn was mostly the work of a racer, and coach, Anton (Toni) Seelos. His

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whole works back on again.

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continued

specialty was "slalom."

As far as is known, the slalom in the 1910 Swiss Championships was the first time Schneider had encountered this kind of "race between flags." It was set by Harald Smith, a Norwegian skier on a visit to Grindlewald. In those days a slalom was scored on style as well as on time.

In one form or another, the slalom captured the imagination of ski racers and especially of Seelos, who was a racer and an instructor in the late 1920's and early 1930's at Seefeld, Austria. He had a particular practice slope at Seefeld, only about 30 feet long and quite steep, where he set flags so close together that he literally had to jump his skis from gate to gate, thereby deliberately adding the third element of the classic parallel: up-unweighting. This upmovement did away with the need for a stem movement in the parallel turn. When Seelos became the world FIS champion in 1933, beating his rivals by 11 seconds, the cult of "pure parallel" was on its way, Seelos became coach of the French

national team, a team which included Emile Allais, who built on Sceles' technique to win, in 1937 and 1938, three gold medals in the FIS World Championships and to produce an official French method advocating not only parallel for good skiers but for beginners. Allais' method substituted the sideslip for the stem as the fundamental braking element.

The "all-parallel" method was car-

ried to America in the 1940's by Fritz. Loosli, who ran a school al Quebec City's Chateau Frontenac. When Loosli published his book Parallel Sking in 1941, he was attacked by the Austrians who ran most of the American ski schools and who much preferred to follow Schneider's recipe and advance to the parallel turn from the stem and stem christic.

It was not just an idle controversy. The gist of the Austrian argument was that a wide stance is good for beginners, and that it's better to ski with enough edge to make your turns with no more sliding than necessary. The racers had always maintained that the less you slid in a turn the faster you went, and many of the best racers in the 1930's and 1940's skied with skis very far apart, digging their edges well in throughout the turn to keep sliding to a minimum. Allais, who "tilted" his whole body to edge his skis, was an exception. This widetrack technique of skiing versus the more classic parallel christie technique with skis close together and Get it together with ORO The tequila that car

sliding was fought out as a battle between the stem method and allparallel teaching method.

In the 1940's and 1950's, the classic ballet-like parallel seemed destined to win, devices were even marketed to bind the skier's legs together so that he could master the perfect parallel position. Then the battle went the other way with the New French technique of Jean-Claude Killy and others, as analyzed by Georges Joubert. Joubert showed clearly that the advantage to racers.

and learners for that matter, lay in keeping the skis some distance apart. And with the publication of Joubert's Comment Se Perfectioner A Ski in 1970, the wide "independent leg action" stance was established firm-

ly in the U.S. for skiers of all levels. Thus the history of parallel, from Allais' day to, finally, today, with a more relaxed, less stylized turn, retaining in its wide track and independent leg action the advantages the old stem, without its disadvantages. Parallel has come a long way. —Morren Lundlizeob Vaoge

SKI WEEK

Sugarbush, Vt.: Centered Skiing revisited

BY I. WILLIAM BERRY

"What an improvement! Isn't he skiing great?" "He sure is, I almost didn't recognize him he got so much better. · Amazing!...

Pride warred with reason; not for nothing had I been reared in Brooklyn where, when you went for new clothing, you feared the eternal whipsaw: "Manny, isn't that suit him?" "No

question, Sam, that suit is him!" Still, skiing is not buying a suit because you can always look in the mirror and tell the man to get his hand off the back of the coat. In skiing the image is internal. Skiing is believing . . . in how you feel, in how you move, in that sense of snow and mountain and rhythm. And the season before last, thanks to the Sugarbush Workshop for Centered Skiing (see "Sugarbush Gets Centered," SKI, Nov. 1976) I mostly felt good. The had days were fewer, farther between. and often reshaped from disaster to mediocrity, which was a big improvement over earlier years when those same days had usually ended in disintegration and drink and poles

wrapped around trees. But this was the big day, My Return to Sugarbush (Sugarbush II? Son of Sugarbush?), the day the graduate returns to college to wow the profs with his success. Technically, the assignment was to find out how well the workshop was doing in its second year. But more important, so far as I was concerned-my season was on the line

Centered Skiing, for those who missed last year's installment, is a sophisticated attempt to mate the Oriental martial arts and philosophy with some tough drilling in ski technique. The idea of the indoor sessions run by Denise McCluggage is to create a flow between conscious and subconscious and avoid the overrational in mastering not so much skiing as yourself. The rule is that you are skiing in the here and now, every turn its own thing with neither a past nor a future. A sense of body and movement, not of position; a motion picture of the mind, not a Nikon

in freeze action. Yet unlike many other schools dabbling in this concept, the Sugarbush program-a \$250 ski week-gives you something to intuit about: four hours a day on the hill with a trio of demanding instructors plus a daily dose of videotape over lunch which. at least early in the week, produces a good case of heartburn. You work on edging, knee-flexing, pole-planting, body position, straight running,

moguls, more moguls. Between indoor and outdoor classes, you are taught not to understand but to feel, to let the energy field flow from the edge of the ski to your center (somewhere around the bellybutton)-and then one day, late in the week, it all comes together and you actually, honest-to-Ullr, carve a turn. You don't necessarily keep it, you understand, but you experience it

and you know it can happen.

To me, the key is "images," as it is to the three instructors who work under Sigi Grottendorfer-Peter Forsthuber, Martin Marnett and John Nyhan. They're about as different as three professionals can be, which is by design. During the nine halfday sessions, you get each instructor three times and there is no way you're going to respond equally to each of them. Nor are you expected to; each one has his own vision to impart and

one of them is going to reach you.

But it's really your own vision and image, not theirs. Two years ago, on Thursday of that week, one of them finally hit me with the picture that stuck and I clung to it-desperately at times -all last season. The specific picture is really unimportant; they laid a lot of others on me and only one took. It worked for 25 out of 40 days last season and I'll live with that average and try for 30 this year.

Yet to someone else I spoke with last year, the key was on a different level; he saw himself, as they also

CONTROL YOUR OVERTURNING

By Bruce Bowlin, Instructor, Winter Park, Colo.; member 1976-77 U.S. Ski Demonstration Taam

Soma skiars hava more difficulty stopping thair turns than starting them. The tails of thair skis wash out so the tips traval too far around the turn and point slightly uphill. Most often this is caused by that old villain-body rotation in the direction of

To halt wash-outs and overturning, check your rotation habit and raplace it with a forward movement of the uphill hand, hip and shoulder during the last half of the turn. Through the fall lina, quietly adjust the inside hand, hip and shoulder ahead, not back. This will put you in a good position to start your next turn using only your lags. When you learn to decrease the unnecessary movement of your upper body, your skis will stop overturning and will take a more direct track into the fall line from one turn to the



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SKI WEEK

focus on, as living in a personal energy field and spatial orbit-and for him, that worked. . . . And then there was the woman who called me last season to tell me that it had all heen a terrible waste of time because

nothing had worked for her at all. Grottendorfer has consistently said that Centered Skiing is strictly for advanced and expert skiers-one

tenet in which it departs sharply from its inner-skier cousins and the one I was least prone to accept even after I'd completed the course. The ideas, I felt, should be transferable. When I discussed it with him again last season, Grottendorfer allowed as how it might, just might, be useful to a solid intermediate-but certainly no lower. "Novices can't take that much skiing and theory, a different thing every two hours twice a day. he said. "Their problems are different, even their fears are different." Which is what this woman, a selfproclaimed advanced novice, told me ess than two weeks later. Seems

as if, using press credentials, she had bluffed her way into the program -and it was a disaster for her. "I needed more drilling in the basics, a lot more repetition, ' she said.

And there it was-because the lesson the Sugarbush people themselves had learned was that the skiers in the program already had to have mastered basic skills before the headand-nuances program could succeed. You can "relate to motion, not position" only if you know the positions first and if the necessary refinement is minor. You can learn "the free feeling of a pole plant" only when you know basically when and how to plant a pole. You can't feel what you can't do; you can only feel what you can't do well.

Two days after my Return to Sugarbush, I took the family to Bromley and, on a wide easy slope, had my wife and 6-year-old son follow my line through some sweeping carved turns. My wife, an accomplished intermediate, could not follow my line because she was thinking and executing, not "seeing me." My son, with maybe 10 lessons behind him. had no problems at all because he was-in McCluggage's words-seeing me through "soft eyes" and copying so well it was scary.

The year was good to the Sugarbush workshop in many ways. A lot of people came, from teenagers to skiers in their 60's, from San Francisco to Toronto, from the press and the professions. The word was outand from the good skiers, the word

continued good It was also a good year for the instructors, who felt more confident their second year, less self-conscious about their radical departure from bend-zee-knees and more willing to play with, as one put it, "picturesque speech like oozing and flowing" and looking for different similes for dif-

ferent people.

At the same time, Grottendorfer is constantly tinkering and refining. The previous day, a friend had blown out at me about my pole plant, but all it had done was make me selfconscious. The next day, apparently noticing the same problem, one of the instructors quietly suggested I try something with my hands and within an hour my poles were in the proper position . . . and they stayed there the rest of the season

Yes, I was skiing better, and to hell with whether the suit was really me or not.





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Ski Film Festival Report

The ski flick gets slick as film-makers aim their fare at non-skiers too.

BY ABBY RAND

There you are munching popcorn and wriggling through a Hollywood opus at your neighborhood theater. Suddenly, a beautiful sight fills the screen-snow. You are about to see, as the featured "short subject," a 141/2 minute film called "Color It White and Call It Stowe." It is the film (a scene from which appears above) that won the grand prize at Samsonite's Fourth Annual Ski Film Festival, a competition in which the year's best ski films vie for the chance to be shown at the six Expowinter 77 Ski Shows around the country.

You used to have to go to a Ski Show or a ski club bash to catch the latest ski flicks. Now, with luck, you might visit one of the growing number of movie houses that program com-mercially sponsored films and find yourself vicariously skiing Stowe or doing double flips with freestylersturned-filmmakers Fuzzy and Ernst Garhammer (who also won a Festival prize). Well hooray! Three cheers! And, damn. Like most silver linings, this one has its cloud.

Our annual fix of ski movies give us the only foolproof kind of skiing we'll ever know-the vicarious type. Now the skier's own art form has gotten so good that it may not be ours much longer.

The resorts and equipment makers who have been treating us to these great free shows are now concerned about getting more sales action out of

their investments. To which we can only say, "Fine, go forth and attract new skiers to help us pay for the product innovations and new facilities we need

But what's going to happen to all the spills, chills and thrills when the target audience is not the knowledgable skier but the timid resister?

I have seen the handwriting on the screen. Bill Riley of Stowe's Mount Mansfield Company, who worked with Vermont Studio in producing his resort's film said, "We did some-

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thing nobody else has done. Instead of selling skiing, we sold snow. We showed the beauty of winter. We showed the beauty of a New England town. You see our fields and our church steeple before you see our trails."

No argument there. Skiers' affections, and attentions, are won instantly with opening shots of farm implements covered with the kind of deep powder we forget can fall in Vermont. In less than a quarter hour, relying almost entirely on vivid action shots and without intrusive narration.

the film makes us yearn for the mountain beauty and pleasant vacationliving of Stowe. But when it is over, we realize that we have seen nothing of Mount Mansfield's legendary steenness and heard no references to its role as a cradle of American ski-

We want the film to interest nonskiers in coming to Stowe. We wanted to show skiing as a fun thing that anybody can do," said Riley. Oh.

Even before the Festival jury convened in New York in September, the film had been booked into movie houses in two cities the Stowe Area Association considers important-Dallas, Tex. and Mobile, Ala. As someone born south of the Mason-Dixon line who got hooked on skiing by a John Jay film that would now seem primitive, I hope non-skiers get the chance to get turned on, too. Yet we who already love skiing would hate to see spooky moguls and scary falls disappear from the screen. Not now, not when ski movies are just beginning to be wildly inventive, sophisticatedly slick.

Last year, SKI gleefully noted that the Film Festival had helped launch -and possibly, helped create-an exciting new generation of film makers. By now, many skiers have had the chance to see the work of Jalbert Productions ("Just a Matter of Time") and Bill Snider and Ken Aitken of Oak Creek Films ("Skinny

Skiing").

This year's crop includes appealing films by both producers. Oak Creek's "Cross-Country Experience" took the prize in the instruction and technique category for its subtle essay on U.S. Olympic medalist Bill Koch. The camera makes you Kochie's companion and confidant as he glides around his home ground in Putney, Vt., talking about training and competition

None of Joe Jay Jalbert's three entries won a prize this year, but they will be shown and are worth seeing. "Helix" follows a group of unknown but skilled skiers romping through the endless powder of the Bugaboos. "Oh, to Hell-i-copter With It" is a humorous postscript to "Helix," revealing the tribulations of lugging heavy gear around the get one life-is-glorious 24-minute film.

Jalbert's third entry should also get a wide audience. Called "Skiing is Believing," it was sponsored by Ski Industries America as a way of seducing non-skiers onto the slopes. It bypasses celebrity racers and freestylers to concentrate on the joys of

continued on page 89



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Rotamat for recreational skiers offers the same standards of formance and engineering as those rotamats used by the world's best. The same precision toe piece combined with a more convenient turntable heel that doesn't separate during release, vet provides superior rotamat edge control.

Marker's Compact Rotamat the high-performance binding for recreational skiers.



SPECIAL SECTION

WHERE TO SI **YOUR REGIO**

Eastern Regional Editor L. QANA GATLIN Contributors L. Dena Gatin, Larry Walsh, Sally Moore, Janet Nalson, Kim Massie. Ron Fett, Larry Granger, John Hitchcock, I William Berry Maps ROBERT RITTER ional Regional Editor JANET NELSON



EASTERN AREA ROUNDUP

WHAT'S NEW FOR '77:

ADDITIONS AND EXPANSIONS Not since the leta 1960's and eerly 1970's heve eastern ski areas seen so meny new lifts, treils and lodges es those visible on the eve of this winter. Although the construction comes on the heels of two respectable seesons end hopeful aconomic forecasts, meny fingers ere still crossed end meny ayes still look enxiously et the waetharman. Nevertheless, the buildozers heve been busy. Here is e report on some of their accomplishments.

CONNECTICUT Mohewk-Expended snowmeking, a skating pond end en anlarged sundeck. Ski Mt. Southington-Expended ba-

ginner area, new lounge, trail widening. Ski Sundown-Triple cheirlift. MAINE

Evergreen Valley-Snowmeking operetional. Squaw Mt.-11/2-mila axpert trail, addi-

tional cross-country trails, condominiums. MASSACHUSETTS Brodie-New lift.

Butternut Basin-New base lodge. Wechusett Mtn.-Night skiing, crosscountry skiling, expended ski shop. NEW HAMPSHIRE

Attitash-One-half mila intermediete

Bretton Woods-Converted railroad station is now a lounge and restaurant, addi-

tionel lodging. Dertmouth Skiway-3,500-ft, double chair replaces Poma Loon-Three-quarter-mile and one-half-

mile intermediate trails, expanded snowmaking in East Basin Mt. Crenmore-Expert (sleiom) racing

trail, rece training center. Pets Peak-Triple chair to summit, new ski/repair shop, expanded parking. Ragged Mtn.—Ski shop expanded

Weterville Velley-New tripla chairlift on Vellay Run, snowmeking to top of Mt. Tecumseh, bese lodge expansion at Tecumseh, 4- to 5-acre skating pond on valley floor.

The following areas are covered in this sue: Loon Mountein, N.H., Peek 'N Peak, N.Y., Auberge Yvan Couty, Que., Brickyard Mountain, N.H., Seven Springs, Pe., Bleckberry River Inn Touring Centar, Conn., Cortine Velley, N.Y., Mohonk Ski Center, N.Y., Bryce Mountein, Va., Prospect Mt., Vt., Hunter Mt., N.Y.

Whaleback-900-ft. Poma, three treits Wildcat-Snowmeking expanded. **NEW JERSEY**

Creigmeur-Snowmeking, lodge, cafeterie, cross-country eree and 2-mile trail, expended parking.

Vernon Velley/Graet Gorge-3-mila cross-country trail. **NEW YORK** Big Tupper-Second floor eddition to

main lodge, more lights for night skiing. Cetamount-3,000-ft. Interpert trail, refurbishing and enlerging et the base lodge, restaurent end lounge. Cortine Valley-Night skiing.

Frost Ridge-Two-story lodge eddi-Gore-New snowmeking (35 percent of

Highmount-Naw lodge et beginner's

ree, expanded snowmaking, intermediate Highmount slope extended Holidey Velley-Three trells (700-ft. vertical drop each), expanded base lodge,

new food service, bar, ski repair and rental Hunter-2,000-sq. ft. addition to base

lodge. Plettekill—Base lodge addition, including ski shop, rentals, cafaterie West Mtn.—New 600-ft, long novice eree end J-ber, snowmeking expanded

to triple cheir complex, refurnished base lodge. Whitefece—Expanded snowmaking rmediata trail manded snowmeking

Wing Hollow-Additional snowmaking NORTH CAROLINA Wolf Laurel-New 2.500-ft, expert trail PENNSYLVANIA Blue Knob-500-ft. platter pull

Doe Mtn.-Expended snowmeking. base lodge.
Eegle Rock-New restaurant, expanded

Elk Mtn.-New chairlift to summit. Jack Frost-Expanded snowmaking and

Ski Roundtop-Expanded snowmaking. VERMONT

Botton Velley-Beginner treil end innediete trail

Bromley-Full-service restaurant Burke-New beginner trails.

Jay Peak-24-room eddition to Hotel lay, new condomini Killington-New 50-ecre glada and tri-

engular chairlift, expended snowmeking on gondole trails.

Megic Mtn.—Snowmeking expanded to

Show Off slope Mt. Ascutney-Snowmaking expanded

Mt. Snow-T-ber from mid-station to

Okemo-Major snowmaking addition.

Pico-New 3,000-ft. long intermediate lade and double chair (600-foot vertical drop), new nursery, ski school and ex-

panded rantal shoo Stretton-5,000-ft. double chair for oper mountain and Sun Bowl, severel linking trails, snowmaking expanded to Tamareck teeching eree end triple chair.

Sugarbush-Intermediete trall and edditional snowmaking. Timbar Ridga-Cross-country ax-

panded, new ski shop. Woodstock's Tom & Six-Two Inter-

mediate trails, 400-ft, J-bar, 20 acres of snowmaking (et Six)

WEST VIRGINIA

Snowshoe-3,000-ft. triple chair, 1,000ft. expert trail, 4,200 ft. low-intermedial trail, 2,400-ft. and 2,000-ft. novice trails. expanded snowmaking, two lodges (150 rooms from bunks to deluxe), gourmet restaurant, new condominiums.

WHERE TO SKI: EAST

SEVEN SPRINGS, Pennsylvania Laureis favorite

More pre-ski, skiling and après-eki action than most of its Keytone State competitors is what this year-round resort in the rolling Laurel Highlands of western Pennsylvania offers. Its 17 slopes and trails are served by a triple chair, six double chairs, two Pomas and three rope tows. And almost all of the skilible terrain is covered by a high tower snowmaking system. The vertical droo is 87 feet.

The sprawling base lodge has facilities for swimming, bowling, handball, racquetball, miniature golf and more. A cafeteria, sitdown dining room and several bars provide a variety of food and drink.

and drink.

A new Alpine Slide for summer visitors will serve as a barrier
between the Wagner Bowl and Stowe slope, the site of too many
past crossover collisions. Aware of the justified criticism that
their facilities were getting "loo poouler," Seven Sorinso gened

the Great North Face and Northwest Passage to draw experts and intermediates from the always-busy front slopes. Expanded terrain with sowmaking and lighting, in addition to improved trail grooming, has also helped. But get there early to enjoy it. Lift tickets for adults and children under 12 run \$10 and \$6

on weekends, \$8 and \$6 midweek and \$6 and \$5 respectively at night. Cross-country rentals and lessons are also available.

Spectators are charged \$2.

Overnight accommodations for almost 2,000 skiers are avail-

able at the resort, and hundreds of other beds are within a 15mile drive to Donegai or Somerset near the Pennsylvania Tumpike. Try Mom's on Route 711 for Informal meels and Nino's on Route 31 for dress-up, soup-to-nuts diring. Contact: Seven Sorinos Ski Area. RD 1. Champion. Pa. 15622:

Contact: Seven Springs Ski Area, RD 1, Champion, Pe. 15622; telephone (814) 352-7777.—L.W.



BLACKBERRY RIVER INN TOURING CENTER, Connecticut Opulent operation

When the owners of the Blackberry River Inn converted an old ice house into a touring center to stimulate winter business, no one told them that tradition dictated e natice stablishment. What emerged was a structure that bears as much resemblance to the usual cow shed-cum-stove as fibergless skis do to snowshoes.

The center is comprised of two buildings, the Ice House and the Annex. The first floor of the Ice House is an attractive lounge with white-washed stone wells, director's chairs, cable spool tables and a firepiece. Homemede soups, stews and sandwichos are served along with the traditional gluehvein, beer and wine. A complete sit shop adjoins the main room.

The upper floor, which is connected to the lower level by a spiral staticase, is the surprise. The entire room from sunken fireplace and conversation pit to wells is swathed in crimson shap. Carrying the systeritic theme further, enormous sheepskin pillows are scattered over the floor and window seats.

Rentals, e waxing area and ski school are in the Annex. Over 175 sets of equipment are available for both children and adults. Trail fees are \$2.50, rentals run \$7.50 e dey and \$5.50 a half day, and group lessons from one of the five instructors cost \$6.

Because of the nature of the trails and facilities, most of the tourner land to be beginners or low intermediates who like the atmosphere and the modesch challenge of the 20 miles of trails. but the control of the control of the control of the control of the back of the centre, but the largest percentage of trails creatorse the open corn fields across the street. Although better trail marking would prevent detours and false brunk, these novice-intermediate runs could be handled by all but the most more beginner. In the control of the control of the control of the control of the low Conn. 10005th is elsewhere (2013 45-2614 = 5.84. No.







CORTINA VALLEY, New York Better than promised

Three years ago, when it was brand new, Cortina Velley looked like a winner. Even during the shakedown period, when things were squeeky and freshly painted, everything worked with amazing ease. How close has Cortina Velley come to fulfilling its early promise? Darn close. In fact, in many ways it's better than its original appearance.

In the shadow of the hage Hunter Mountain complex, you might expect that Colorian would be a spin of the old block. It isn't. To begin with, even at maximum crowds allowed by the limited it factors takes of about 11,000, he are is quist, released and without appreciable lift lines. Second, the base building, which consists of a string of amailian tonces, is extensed conflocatios, amost copy. Third, a quest cody with 21 norms three distinctions not one with one produced to the conflocation of the confl

From the top of the 625-foct vertical, two slopes divide to become three, then four, then five as they near the bottom. No matter how you come down, from the easiest to the most difficult slope, beware of the initial pitch off the top. But after that drop, the slopes are very easy to almost flat in spots. Two chariffits but sleeps on different parts of the broad top ridge.

Retes in the new motel-lodge are e good bargain during midweeks: \$160 per person, double occupancy, including five dinners, five breaidasts, lift lickets, daily ski instruction and equipment rental. A two-day weekend package is \$89 per person. Lift tickets are \$8 weekdays and \$11 on weekends for adults, and \$8 and \$8 for children.

Contact: Cortina Velley, Route 23A, Haines Fells, N.Y. 12436; telephone (518) 589-6500.—J.N.

MOHONK SKI CENTER, New York Lean and simple

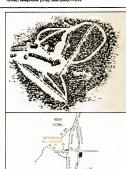
Here is a possibility for parents who heve turned to crosscountry but whose children remain wedded to downhill. The kids can be safe and happy all dey et uncrowded Mohonk, where there ere both instructors and ski patrol. And nearby the tourers heve a booming cross-country program with some 80 miles of trais from which to choose.

Called 'Districtou' until six years ago when an Initiation changed the Finench name to the lexposits, Mohoritum sinks days, exist the Finench name to the lexposits, Mohoritum sinks days, exist down Monday and Tuesday, has a 473-foot vertical drop and a 1,200-essepe-perhou sherifit. It is proved by a reliable desire designe that conner Frank Valention maintains Inimed. It are for 50 days last season, and the peck crowd was 400. The place is basically a beginnerst area, with some five miles of trails the size of the si

counter e southern location, en eastern exposure and dry writers, when they cocur. At e cost of \$100 per hour, Frank makes snow judiciously. However, the center is on e golf course, and patrons can practically six some trails on a heavy frost. Mohonk Mountain House, a unique resort-cum-widemess,

MONOW Moditain House, a unique resort-cum-widerines, a leases the land and runs the nearly cross-country operation as well as the littlens, which serves furch. People come from as ment servey as New Jersey, Westchester and Pockland counties for servey as New Jersey, Westchester and Pockland counties ber of locals. About 10 percent of overright steers styr ber of locals. About 10 percent of overright steers styr her locals. About 10 percent of overright steers styr which is five miles from the Timuwey, also has accommodation package deals with several New Petts motels.

Contact: Mohonk Ski Center, Mountain Rest Rd., New Paltz, N.Y. 12561; telephone (914) 255-6655.—K.M.



WHERE TO SKI: EAST



BRYCE MOUNTAIN, Virginia Not just for recers

No netional recing team members have graduated from the hills of Doise yet, but it may be only a matter of time. This resort in the Vinginia Alleghenies is doing its part, with training clinics and NASTAR events scheduled every Saturday and Sunday,

plus frequent dub and regional competitions. But Byos Mountain is not only for the gate-unners. Ordnary skiers, and a growing number of not-so-ordinary freestyric aspirants, pile in by bus and car each work seeking sun and now. The sun occasionally disappoints, but slope cover is exceptionally reliable, thanks to the capability of the snowmatting jets. Deaths of four to six feet are common throughout the

100-day season.
Two double chainfifts service the three novice-to-intermediate traits: Redeye (the longest et 3,500 feet), Revenuer's Run and White Lightning, ("As friendly as a Virginia bootlegger" was an early management ad line.) A pair of surface tows exercise beninners at the bottom. Total vertical is 500 feet.

Ticket prices have climbed a doiler to \$12 on weekends and to \$\$ for night skiling Tusedays through Saturdays. The week-day rate continues at \$8. The best bargain is \$till the \$5 special for women on Tuesdays, for men on Thursdays and for every-body on Wednesdays. Slopeside lodging starts at \$18, and a five-weekday vacation package at \$135.

The area's closed-to-the-public-on-weekends policy was resolinded the years ego, but word has been slow getting around. Last year, the Copper Kettle Bar dropped is "members" only rule and also added missed libations. The 12-year-old base lodge needs updeting, especially in the congested shop, rental and calleteria areas. By contrast, the dining room in the convention building nest door is specious, and breakdasse are hearty.

Contact: Bryce Mountain, Basye, Va. 22810; telephone (703) 856-2121, 24-hour snow report (703) 856-2151.—A.F.

PROSPECT MOUNTAIN, Vermont The way it used to be

If skiing as it was in the old days appeals, you might by Prospect Mountain. It is the closest Vermont ski aree to New York and definitely has not been invaded by Madison Avenue nor Wall Street late-comers.

The cafeteria is small and unpretentious, the fireplace large and well-stoked. Crowds can be counted by the scores, not hundreds, and strangers soon become friends. Prices are low, from \$2 for a junior rope ticket to \$7 for an adult 1-but ticket.

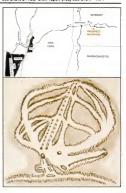
Carved some 20 years ago from the rugged spruce and hardwood forests of Woodford Mountain, just off Route 9 (the Molity Stark Traill), Prospect's nine trails and slopes are named after Revolutionary War figures like Parson Dewey and Colonel Baum It's more fun to ski deter you've read about the Battle of Bennington.

Local construction fycono William Morse built the skill crimer and operaties it in an on-consense, volumerable manner. There's no enversality, but it is seldom needed with a base elevation vertical feet, and the view of southwestern Verenors, adjacent New York and Massachusetts, is a bonus. The weel-facing trails witten wort lixe seperate for provides varied, sopply the seldom vertical feet, and septem wort lixe seperate for provides varied, sopply the work was septem wort lixe septem the septem vertical seems of the seldom vertical feet and vertical f

Many local skiers, friendly instructors and competent patrolers and pive both historical fore and igs on where to set in Bennington, six miles to the west. And there may be more fine restaurants per capita in Bennington than anywhere in the East. Numerous motels are there also, and Woodford has e fee lodges and motels within five minutes of the slopes. Bromley and Mount Snow ere about it is minuted by the slopes. Bromley and Mount Snow ere about a feet minute of the slopes. Bromley and Mount Snow ere about a feet minute of the slopes.

Contact: Prospect Mt., P.O. Box 107, Bennington, Vt. 05201; telephone (802) 442-2575.—J.H.





HUNTER MOUNTAIN SKI BOWL, New York Catskills crowd-pleaser

Sure, Hunter is e weekend madhouse, but there are sound recsons why ski-hungry hordes from New York, New Jersey and points south ere happy to come silide ecross each other's tips every Saturdey and Sunday in winter.

Reason One is the area's incessant snowmeking. Over the past 10 years, skiers have learned that, even when other hills are bare, Hunter Mountein is feeturing something that can be skied upon. The cover might be less than ideal (or promised), but at least some of the 15 lifts will be running and salected trails will be open, even if they are often rock-studded or narrow.

trains was do goth, even integer or observed consists of the contract of the contract of the contract of the contract of both even and the classics of bourful discoses. Long after logger, more northerly hills held succumbed to sun end tain, Harteris 200 among marweer self successfully digiting off the dearnous, providing spring ection up to Apol 17. The erech had begun operating for the season on November 11. By the list of almany, 125,000 soies had always spent a day at Huster. After 155 days, he prigored assouth in Harter's haboty, properties with the contract of the contract

Reason Number Two for Huntler's populerity is its terrein. In a region of modest sid areas, it offers bigtime skining on a bigtime mountain, complex enough to attract good siders for e vacation or season's pass worth of weekly expeditions. Its 35 runs ere laid out in three distinct sectors, with vertical drops of up to 1,600 feet. The highest lift reaches 3,200 feet, an

althude that compares with New England's bigger mountains. Beginners have their own geralic complex, known as Nutrier One, which in theory at least, keeps them safely out of the sectors designed for faster bisers. On the fast seld of the mountain is the sector known as Hurtler West, designed to entertain the fasterist of selders with a quarter of runs. Three of them are sector, known officially as I Further Mountain Still Soul and uncollidative Soul Printers (627 is one of the steepest runs anywhere). At other ereas, experts often find the advertised snowmaking is designed to cover the novice runs or school stope. At Hunter, the artillery covers virtually the whole mountein, including the dozen runs that offer genuine challenge.

Despite hunter's signatery weekend crowds, when all the Itts are operating, skiers seldom wall more than 30 minutes to get uphill and often wait less. The reel people-glut occurs in the base lodge, vast though It is. Happly, It is scheduled to grow one third larger for 1977-78, with more space to sit, shop and celebrate aprê-solt. If you can't get eatile in the Summit Lounge, try for the mein event, the huge bor their is considered by many to be the last Manhattan sinceles bar before Cranade.

Hunter's weekend regulars include a geggle of French chefs from Manhattan. When they are not cooking for each other, they eat at Wermer's Swiss Chalet or the Cheleeu Bellevue, as do visiting or racers and freestylers. Follow them.

A basic reason for Hunters' crowds is, of course, its proximity to New York. In less than three hours you can get up the Thruway and, turning off et Exit 20, on to Routes 32, 32A and 23A to the parking lot. If you one late on a weekend, and appears 20 minutes to walk from the farther life.

add another 20 minutes to walk from the farthest lot. Contact: Hunter Mountein Ski Bowl, Hunter, N.Y. 12442; for snow information (212) 683-4933 or (518) 263-4223; for lodging (518) 263-4227.—A.R.





WHERE TO SKI: EAST

LOON MOUNTAIN, New Nampshire For early birds

"Quality experience" seems to be a guideline at Sherman Adams' Loon Mountain, from holding down lift lines to an honest affort at competitive prices. Depending on weather conditions. lift ticket sales ere cut off enywhere between 2,100 and 2,300 skiers. Believe it or not, the cutoff has been everaging around 8:30 a.m. weekends. (Some line up before 7 a.m.) It's one place not to plan e late arrival.

Consistently decent skiing on an 1,800-foot vertical is the major draw. Top-to-bottom snowmaking over 60 percent of tha aree often means pleasant conditions hare when there is little skiing elsewhere. At first glance the runs mey seem monotonously novice-to-intermediata. But there ere some surprises, and figuring out the best trail combinations is half the fun. Bear Claw is a nice novice trail with some intermediata stretches. Picked Rock can offer moguls and some tricky intermediate terrain. Flying Fox is a fast intermediate romp below, built for advanced skiers on top. The real experts, however, take on the East Basin for three long, very steep, mogully runs, guaranteed to command complete attention.

A gondola and three cheirs help spread the traffic, besides providing quick access to lovely views of the White Mountains. The area offers a well-respected ski school (with a fine freestyle program) and a top-notch nursery (including outdoor ski sessions if you wish). Live rock and country-rock après ski entertainment, an on-slope inn, interchangeable lift packages with other areas in the White Mountains, some cross-country, glant homemede chocolete chip cookies (30¢) and e new sundeck are edded ettrections.

This year lift prices go up e dollar (all lifts \$11; chairs only \$10) after holding tha line for several seasons. But a spate of midweek "specials" plus the "chairs only" ticket (a good deal in pleasant weather) allow one to ski for \$9 e day (or even less on an excellent thrae-day \$26 packaga).

Contact: Loon Mountain, Lincoln, N.H. 03251; talephone (603) 745-8111; 24-hour snow reports (603) 745-8100.-L.D.G.



PEEK 'N PEAK, New York Tri-state meeting ground

Named after the Pekin family, pioneers who settled tha Lake Erie country, this 15-year-old resort is within easy reach of skiers from Ohlo and Pennsylvania. Attracting them all is some good recreational skiing and a snowfall usually more than 200 inches a season. Even so, snowmaking covers 60 percent of the 16 slopes and trails that drop 400 vertical feat.

The runs, named after Sherwood Forest characters in harmony with the resort's Old English thame, are up to 3,000 feet long, Beginners like Little John's Jeunt, e gentle 600-foot slope that gets them ready for King Richard's Willy Nilly novice trail. intermediates enjoy Will o' the Wisp and Robin's Byway while advanced skiers head for Quarter Staff end Cross Bow. Three chairlifts, two T-bars end two J-bars do the hauling.

The "Paak," as a faithful family clientele labeled the resort,

has ovarcome most of its recent financial problems and is look ing for another successful winter. Open from 9:30 a.m. to 10:30 p.m., It will charge \$11 for adult lift tickets on weekends and \$9 on weekdays. Rental equipment (1,000 sets) is \$9 and group lassons are \$6. Watch for special packages for beginners and other discounts on Women's Day (Tuesdays) and on Men's Day (Wednasdays), Local high school end college students get a brask too. NASTAR races ere held on weekends, and e BOLD program for blind skiars has caught on

The dinner bell can be answered in one of two cafeterlas or at e sit-down dining room and ber in the beautiful lodge with its Tudor motif. The lodge's 60 suites, some with fireplaces, can each sleep up to six people. Other eccommodations are evaileble within 13 miles at motels along the interstate high-

Contact: Peek 'n Paak Recreation, P.O. Box 100, Clymer, N.Y. 14724; (716) 355-4141.--L.W.





AUBERGE YVAN COUTU, Quebec Home for a week

At Auberge Yvan Coutu, a ski week means fine cuisine, varied après-ski and excellent instruction. Two separete ski hills, with the main lodge in the middle, enable sun worshippers to follow the sun by switching mountains.

The hill behind the lodge presents the toughest stiling, offering such aptly named traits as "Spillwey" end "Speedwey." Six school director Jean-Luc Duquoy uses the steep termin to carry out his pet project; grooming young reace. In all, 15 traits drop down an 800-loot vertical. Of course, downhill is not the only way to go. Yven Coutuit less of the heart of the extensive Luxrentian cross-country network. The folic-and-gilde crowd can also overland to a village for lunch and be back in time for dinner at the lodge. Trail fee is \$2.

With 72 rooms to choose from, accommodations at the main lodge ofter excellent variety. Ski clubs and familiee, however, should consider choosing one of the seven chalets. All have fire-places; the lergest has room for 25 people. Three TV rooms plus a games room in the lodge can keep kids happy. On week-ends an elegant bar serves e noon buffer, so emple and rea-

sonable (et \$3.50) that brown bags can be left at home. Additional apres-ski energy can be exhausted in the discotheque on week rights. On weekends there is o live band. Other ectivities include skating end broombell. Lete-season skiers can join in the annual spring carrival.

Contact: Auberge Yvan Coutu, P.O. Box 100, Ste. Marguerite Stetion, Quebec, JOT 2K0; (514) 228-2511, Montreal 881-5212.—L.G.

BRICKYARD MOUNTAIN, New Hampshire Forget the car

Now e resort hotel has built e ski aree to take advantage of one of New England's lovelest sights—Lake Winnipesaukse in winter. With one season under its belt, Brickyard Mountain Inn's 460 vertical feet make possible e park-your-car-and-forget-lit ski holidey within a two-hour offeet of Boston.

Although a number of dey-inopers discovered last years (in this rates (89), noutabetly the records biggest attraction is its capacity as a destination retree for a weekend or even longer. Beedies day and right sking almost of your door, singles, couples, families and grouples can enjoy los skating, lobogasim; a ni indoor post, rightly entertainment (usually hard rock), good foods or other of longer and one of 155 pleasant TV-equipped foods or other of longer without offer enlay, sarry morning view of Winniseasusky and which offer enlay, sarry morning view

The sking last year managed to be different interesting and unewer. If a different in that unike most is all assess tasked on the photosis, this is a steep till, as a 1,200-foot double other with one of 40-foot varied sitests. It is interesting, proceasy but from the limit certifico). If it unevent, because to evoid the steep ploth, nagher trais from a strongle the montain, creating considerable sideful is end e movice run that is barely more than fet. Last summer is will reliefung and seeing should help some of the runs. A planned second chair could eventually make a of the runs. A planned second chair could eventually make a last control of the could be set to the could eventually make a to the country of the could be set. 200. Those making Manisomeric row could fill lost allow 500. Those making Manisomeric row could fill lost allow 500. Those making

the cutoff can enjoy anowmaking and lights over six trails and a novice stope, modified GLM six school, 350 pairs of rentals, and cross-country. Weekend al-day lift tickets are up to \$10 this season, but helf-day lickets are aveilable. Hotel guest receive a ticket discount. Complete si-lodding package average around \$30 e day midweek, \$40 on weekends. Students in four-to-a-room and six of ast six for \$8 a day midweet.

Contact: Brickyard Mountain Inn, Rt. 3, The Weirs, Laconia, N.H. 03246; telephone (603) 366-4318, (800) 258-0343, snow reports (800) 258-0344.—L.D.G.





HANDY FACTS:

CHOOSING A NURSERY

Ski area "nurseries" rangs from not much more than babysitiers to full-fledged deycare centars complete with handicrefts, pley-in-the-snow ski programs and almost avery educational adventage short of a school diploma. At some, tots can have their funch; at most you must pick them up and feed them yourself. Some nurseries accept babies in dispers; most do not.

Men is about the Universities of the ing of lead custodial care in a warm room usually equipped with toys and providing basic supervision. Base prices are indicated, as are special services and aga enges that differ from the norm, which is generally 2 years (out of depen) to acound 6. Most also programs for very young children are coordinated by the nursery from the all school. By are not by and

CONNECTICUT

Powder Ridge—75¢/hr. Ski Mt. Southington—\$1/hr. Ski Sundown—\$1/hr.

MAINE Evergreen Vallay-\$2/hr., \$8/day, ski

program. Saddleback—75¢/hr. (from 2 yaars). Squaw Mtn.—\$1/hr., \$6/day, lunch, ski program (from 2½ years). MASSACHUSETTS

MASSACHUSETTS
Berkshira East—\$1/hr., aki program (infant-8 yaars).
Bousquet—\$1/hr. (second child 75¢).

free midweek.

Buttamut Basin—\$1.25/hr., junch.

Jiminy Peak—\$1 first hour, 50¢ there-

Ward Hill—\$1/hr

NEW HAMPSHIRE

Bratton Woods—\$6/day, \$4/half day, nighttime sitters available. Cannon—\$1/hr., \$6/day. Gunstock—\$1/hr. Also sittars through

C. of C. (603) 524-5531. King Ridge—\$5/day, \$3/half day. Loon—\$1/hr. (50¢ Inn guests), lunch,

ski program (from diapers).

Pet's Paak—75¢/hr. (1-5 yaars).

Mt. Whittiar—\$1/hr., \$6/day. Waterville Valley—\$1/hr., \$5/day, \$35/ week, (2-12 years), baby nursery nearby,

ski school from 3 years. Wilderness—75g/hr. NEW JERSEY

Craigmeur—75¢/hr. (3-7 yaars). Vernon Vallay/Graat Gorge—\$9/day, lunch, ski program.

Bellaayre—75¢/hr. Catamount—\$1.50/hr., ski program. Frost Ridge—\$1/hr., \$6/day, ski pro-

gram (4-8 years). Gore Mtn.—75¢/hr. Graak Paak—75¢/hr. (50¢ sacond

child), from 6 months.
Highmount—\$10/day, "Childran on Skis" program (3-7 years).

Skis" program (3-7 yaars). Holiday Valley—\$1.25/hr., \$6/day. Hunter—\$2.50/hr., \$8/day, \$80/seasor (to 5 years). Pines—\$2/hr., ski progrem from 4 years. Toggenburg—50¢/hr., ski classes from

4 yeers. Williard Mtn.—75¢/hr., ski classes from 4 years (6 months - 6 years).

4 years (6 months - 6 years). Windham—\$8.50/day, \$4.50/half day, \$40/week, ski program.

Wing Hollow—\$1/hr. PENNSYLVANIA

Big Boulder—\$3/half day (2 - 4 years), \$15/weekend ski program and lunch (6 - 10

Blue Knob—\$1/hr., \$10/ski program. Camelback—\$1/hr. (ali ages). Jack Frost—\$1/hr., \$6/day, \$30/fiva

Jack Frost—\$1/hr., \$6/day, \$30/fiva days (from 4 months), ski program (from 4 years). Hidden Valley—\$1.25/hr., \$6/day.

Ski Roundtop—\$1/hr. (from 16 months). VERMONT Bolton Valley—\$4/half dey, \$7/day, 5-

day children's ski week includes lunch, lessons.

Bromley—Lunch, ski program (6 months

6 years, prices unavailable).



Burke—\$1/hr., \$6/day (3 months - 7 years). Hsystack—\$1.50/hr. (2 hr. minimum), \$9/day; nursery-lifts season pass evail-

abta.
Jay Paak—\$2/hr., \$10/day, \$45/week,
lunch (2-7 years), sitters availabla.
Mad River Glan—\$1.50/hr., \$9/dev.

Mad River Glan—\$1.50/hr., \$9/dey, lunch (from 3 weeks). Magic Mtn.—\$125 season nursary-lift pass (3-6 years).

Mt. Ascutnay—\$1/hr. (50¢ second child), ski program (1-6 years).
Mt. Snow—\$2/1st hr. (\$1.25 thereafter),
\$8/day, lunch, tot ski lessons.

Okemo—\$1/hr., \$5/day; sitters for infants are available. Pico—\$8/day, \$32/Monday-Friday, includes lunch, tot ski classes.

cludes lunch, tot ski classes. Smugglars' Notch—\$1.50/hr., \$8/dey, \$35/week, lunch, tot ski classes (from 6 months). Also teen and youth center. Stratton—\$2/hr., \$12/dey, \$55/week,

lunch, certified day cara (6 months - 3 years); ski classes 3-5 years and 6-12 years. Sugerbush—\$9/day, lunch (from 6

months).
VIRGINIA
Bryce Mtn.—\$1.50/hr., junch, crafts (to

Bryce Mtn.—\$1.50/hr., lunch, crafts (5 years). WEST VIRGINIA

Snowshoe—\$1.50/hr., \$12/day, \$50/ week, tot ski lessons.

UPCOMING HAPPENINGS

CONNECTICUT
Mt. Southington—Connecticut Amateur
Freestyla Championships, January 6; Winter Carnival and Pare-ski Meet, February

MAINE Evargreen Valley Wintar Carnival, February 21-26. Sugarloaf Whita, Whita World Week,

January 26 - February 5.

MASSACHUSETTS

Bousquet—Pittsfield Winter Camival.

mid-January through February.

NEW HAMPSHIRE

Bretton Woods "Olympics" and Winter Carnival, February 18-26. Dartmouth Winter Carnival, February 10-

11 at Dartmouth Skiway.
Gunstock Invitational-International
Jump, January 14-15; Eastern Nordic
Championahips, Fabruary 25 (jumping)
and February 26 (cross-country).
Ragged Mountain—Eastern Downhill for
Class III and IV pragers, January 28-29.

NEW YORK
Frost Ridge Cross-Country Race, January 15.
Gore Mountain—Naw Jarsay Cham-

pionships, downhill and Arrowhead Cup races, February 4-5. Holiday Mountain Winter Carnival, Fabnary 4-5.

Mt. Peter Winter Cernival, Fabruary 4-5. 90-Acras—Washington's Birthday

Cross-Country Citizens Race. Willard Mountain Cup, January 1. PENNSYLVANIA

Eegle Rock Winter Festival, Washington's Birthday weekend. Jack Frost Amputaa Winter Carnival

and learn-to-ski program, January 16-16. Ski Roundtop Winter Carnival, February 25-26.

VÉRMONT
Jay Paak—Billy Willard Memorial Race,
January 7-6; Derrick Cup, January 21;
Matheson Memorial, February 4-5.
Mad Rivar Glen—New England Kan-

dahar, data uncertain at presstime. Mt. Ascutney Winter Carnival, February 18-20. Okamo Winter Carnival, January 9-14;

Winchester Pro Ski Classic, January 20.
Pico Peak—Holiday Classic, Christmas
week.
Stretten Winter Combal, January 21-29.

Stratton Winter Carnival, January 21-29; World Cup sialom and giant slalom, March 2-5.

Timber Ridga "Inferno" Race, March 11. VIRGINIA Bryca Mountain—Sacond Annuai

Chesapeaka Seafood Pro-Am Cup, Fabruary 12.
WEST VIRGINIA
Snowshoe—Killy Challenge Cup, Febru-

ary 12.

at presstime. Contact individual ski areas for confirmation.

NEW YORK



WHEN EVERYTHING ELSE HAS QUIETED DOWN

THE SLOW GLOW.



They have so little time for each other. Yet when they re together, time stops. And they turn to the Slow Glow. Cointreau. With its hint of orange, it glows opalescent on the rooks, brilliantly clear straight up. Give it as a gift, share it. The Slow Glow.

Cointreau Liqueur, 80 Proof, Renfield

ntreau Liqueur. 80 Proof. Renfield rters, Ltd. @Cointreau Corp., 1977









Don't miss the great days . . . enjoy them all the way with Smith.

We make the great days better, whether they're bright, overcast, or snowing.

Choose from special thermal-lens powder goggles, racing goggles, polarized models, rose-colored lenses and now the new "Smith Electrics." In fact, you'll discover over 18 different models, in a number of

frame colors priced from \$10. See your Smith dealer now and start your great days off right. You can't afford to be without us.







AFTER SEVEN YEARS, THE PERFECT LINK BETWEEN FOOT AND SKI.

There is a field of study called "biomechanics" which, broadly speaking, has to do with the integration of human beings and mechanical devices so that they function as allies rather than antaconists.

antagonists.
While it would appear that
news of this field of study has yet
to reach the majority of the world's
ski boot manufacturers, it has
always been fundamental to the
design of Hanson ski boots.

The new Hanson—the Hanson Citation—is the evolutionary end result of voluminous research into the complex relationship between the human anatomy and the ski boot.

It is, in fact, the most biomechanically perfect ski boot ever made.

ENGINEERED TO WORK WITH YOU, NOT AGAINST YOU.

How well a boot matches the dynamics of your body—how well it provides information to the foot and how well it transmits action to the ski—determines how well you will ski.

Critical to this "match" is the design of the shell itself.
The shell of the Citation—

constructed of a one-piece, injection-molded polyurethane elastomer—is architecturally designed to eliminate bulk (they weigh a mere 7 pounds a pair), provide uniform flexibility—yet retain maximum integral strength and durability.

While most ski boots are uniformly thick throughout, the rivetless, screwless shell of the Hanson Citation is graduated in thickness. Thicker (8 millimeters) and firmer at the bottom for edge control—thinner (3 millimeters) and more supple at the top to facilitate better upper leg move-

ment, ankle articulation and shock absorption.

THE SHELL CLOSER TO THE FOOT, THE FOOT CLOSER TO THE SKI.

While the sole bed of conventional ski boots places a wide gap between the ball of the foot (the center of lateral control) and



the ski, Hanson has reduced this gap to a mere 8 millimeters, heightening sensitivity to the "feel" of the snow and the movements and dynamics of the ski.

Furthermore, rather than forcing your ankle into an unatural, uncomfortable, bent position, the contoured sole bed of the Citation (a design first used successfully in our experimental racing boot distributes weight evenly over the entire foot and achieves the precise amount of forward lean.

REARENTRY.THE ONLY

DESIGN YOUR FOOT WOULD APPROVE.

Even a cursory examination of the foot will tell you that the traditional front-entry boot creates insoluble problems for the foot. As long as you have front-entry, front-buckle boots, you have seams, wrinkles and pressure points on the foot and especially over the instep.

The Hanson rear-entry design eliminates seams in front, shifts the buckles to the rear—where they can do the least harm—and allows pressure to be evenly and comfortably distributed over the whole foot.

IT FITS LIKE A SECOND SKIN.

Contrary to what you may have heard, it is possible to own a boot that fits your foot—perfectly.

The unique combination of a seamless, wrinkle-free, elastomer liner and Hanson's patented Flolite" "reservoir" fitting system wraps snugly around your foot, enveloping it like a sock—or a second skin.

Unlike loose or spongy fitting systems, no direction to your ski is ever lost or delayed.

"ONE OF THE 25 BEST-DESIGNED PRODUCTS IN THE WORLD."

Recently, Fortune magazine gathered together a jury of distinguished industrial designerarchitects in an attempt to define the apogee of product design—those products that most success fully peak form with function.

Thousands of products from automobiles to stereo components were considered.

25 were chosen. Hanson ski boots were one of

those 25. And, with all due immodesty, we would like to point out that among the other 24, there was no other ski boot.

MULISUII 1977 Hanson Industries Inc., P.O. Box 889, Box/der, Colo 80306

NEW WAYS TO LEARN

BY LAURENCE KORWIN

Almost all beginning skiers—especially adults—are consumed by fear of learning, fear of falling, fear of being hurt, fear of getting hit, fear of being a failure, lear of being laughed at.

laughed at. For intermediate skiers, the worst horror of all is becoming rigid with fear on a run they have skied before with confident ease. Even the pros get spooked when they think of the consequences if they fall.

consequences it they fail.

The first step toward overcoming fear is to know that fear is natural and normal. Fear is nature's protective emotion. It's nothing to be ashamed about.

Everyone has gone around this vicious circle: when you feel fear, you get tense and rigid . . . when you get tense and rigid , ou ski badly . . . when you set insee and rigid, you ski badly . . . when you ski badly you get frustrated . . . when you get frustrated, you get more tense . . . when you get more tense, you fall!

Most of us know from experience that when there is fear there is muscular tension—a locking of some part of the body. Different people lock different muscles. Some tighten their back, others tighten their shoulders, or neck, or legs, or stomach. So although fear is natural and normal, the consequences of that fear—body locking—can ruin your skill.

Anxiety not only causes body rigidity, but also cuts off return signals from the muscles. In skiing, the main loser is the sense of feeling, the businerrhange interchange between feet, body and brain which reports changes in terrain, body position and corrective counteractions to maintain balance. When muscle feelings are blocked, the smallest bump can knock you right off your skis.

The other senses are also shortcircuited. A person locked in fear does not smell the pines, does not hear the snow swoosh under his skis, does not see the wide vistas of the landscape.

Attacking fear

82/December 1977/SKI

The goal of any assault on fear is to unlock the muscles which make you rigid and inflexible. Unlocking

Laurence Korwin is director of the Sports Training Institute and author of the book You Can Be Good At Sports.

Freeing yourself of fear

is not the same as relaxing. Being relaxed is not the proper body state for sports. The proper body state is a balanced tension—like a half-compressed spring—so that you are resilient, not limp.

For most people, a direct attack on anxiety is difficult or impossible. Yet there are some techniques you can try which might work for you.

 Pretend you are someone else who skis with grace and confidence:



Korwin: 'Ski for the fun of it.

"I can handle this, I'm Stein Ericksen," or "I can handle this, I'm Suzy Chaffee."

• Deflect your attention away from your fear by thinking about something else: "When I get down alive, I'm going to have a steaming lowl of chili and a giant cup of hot chocolate and a huge piece of apple nie."

• Transfer your confidence of past performance to the immediate crisis: "I will handle this difficult black trail as calmly as I just handled the easy blue trail." The recollection of past confidence need not even be of skiing: "I will handle this difficult black trail as calmly as I paddled.

through the rapids last summer."

There are also techniques that are not effective, such as . . .

 Saying "Don't be afraid!" or "There's nothing to be afraid of!" or "Don't be such a baby!" or "Relax!"

 The "sink or swim" forcedconfrontation method of going to the top of an expert trail and saying "Now ski down!"

 Trying to overcome fear by deliberately concentrating on it measuring it, analyzing it, seeking its epicenter.

The head-body linkage is like two partners who always dance together. In fact, they dance so well together that if one won't dance, the other refuses too. Head-anxiety and body-tension are partners. Interfere with one, and the other won't do its little number. Here are three examples of turning off fear by interfering with this anxiety-tension linkage.

"I learned that whenever I got scared, I bent over forward at the waist to get closer to the snow. This position actually threw my weight even further back on my skis. Now when I feel afraid, I force myself to straighten up, the opposite of what I used to do. To my amazement, the fear goes away."

"When I started feeling afraid of the slope my body went absolutely rigid. I would fall over like a solid steel sculpture. I licked it by deliberately forcing myself to bounce up and down as soon as I felt fear start to sweep over me."

"I noticed that whenever I felt fear, I frowned. Now when a potentially spooky situation faces me, I force myself to smile. The feeling of being afraid vanishes. The cause of the fear hasn't been wished away by magic. It's just that I no longer feel afraid of it.

What does your body do when you feel fear? Try not letting your body do it. See if this defuses the anxiety.

Another way to assault fear is by

"Pavlovian triggering." Here's the procedure: 1) Know when you are locked in fear, 2) know how bad this is for your skiing, 3) decide you want to release your locked muscles, 4) perform some tension-releasing cueing action which you have selected and practiced ahead of time, 5) enjoy releasing the tension and regaining your balance and control.

gaining your balance and control. What scueling section can you use of what could see the control of the country of the countr



It's time for America's No.1 Egg Nog.

Mr. Boston Egg Nog is the largest-selling Egg Nog in the country. And no wonder. It's made with the finest rum, brandy and blended whiskey... then homogenized and bottled fresh each season. A great way to toast the holidays!

Try these other fine Mr. Boston products for home entertaining:

entertaining: Mr. Boston Five Star Brandy

Mr. Boston Whiskey Sour Prepared Cocktail

Mr. Boston Sloe Gin Mr. Boston Rock & Rye

...and many more!





NEW WAYS TO LEARN

is that you learn to release your anxiety-locked muscles every time you use your triggering cue. Keep practicing until it works almost every time and works faster and faster.

Once you find a triggering cue that suits you, write it down and keep it handy. Write it down and attach it to your watch band or your ski poles. No matter how well a cue works

for someone else, it isn't magic and may not work for you at all. So find your own. Once you get one you like, you'll find it works anytime you feel anxiety.

Avoiding trouble

· Ready your equipment. Reduce the possibility of injury-get your equipment ready. Check skis for warp. Set your bindings so they release as designed. Once you have confidence that your skis and bindings will work properly, don't stare at them while you're skiing.

· Ready your body. Skiing is not all mental. Get your body ready in advance. Be in shape to ski, to endure cold, to climb up hills, to get yourself up after a fall. If you practice emergency tactics, you won't be in such terror of getting into trouble. Learn to make fast, sharp turns. Learn to stop. Learn to fall relaxed. Learn to put on your skis sitting down in deep snow. Before you confront steep runs at the top of the mountain, linger long enough on easier runs to master the basics of standing balanced over your skis in joyous flight. · Ready your head. Avoid any

kind of anxiety before you ski. Stay calm and psyched-in when you get up, when you travel to the slope, when you put on your skis, when you stand in the lift line, when you ride up. Keep off the upper brain: cut the words, intellectualizing, verbal instructions, conceptualizing, analyzing, arguing, convincing, defending,

iustifying.

· Select a new goal. Aim for fun. There's no evidence that challengesurvivors have any more character than challenge-avoiders. Don't seek out trouble. Don't be first out on morning crust. Don't be a lone explorer. Don't stay out if you can't see. Don't force yourself to take the last chair ride up for the day.

Skiing is one of the few sports you can do alone. Do it at your own pace, in your own way. Ignore the macho-types. Don't let anyone pressure you to ski higher, faster or steep-

er runs than you are accustomed to. Together with the other reminders you tape on your ski poles, add this one: ski for the fun of it.



More has been learned about skis in the last five years than in the last fifty.

Dynastar is revealing a lot of discoveries to our dealers. We want you to know too. You'll be a better buver.

Product Manager Dynastar A& 150 co



Miniature elec tronic strain and movement gauges measure every element of Dynastar's ski performance, transmitting the information from the skier's backpack right into our computers. So instead of testing in the factory (the old way) we now test on the hill, where it counts. With our computerized data on ski performance we can build many possible designs. The computer systems we use let us test ideas on

the computer first, not the buyer. This allows us to produce

specific skl designs for specific levels of ability. The result: a technically proven sophisticated line of Dynastar skis engineered and designed for every level of per-

formance and abilityfrom firsttimers to world-class racers



in world professional racing. Dynastar is the winningest ski in professional racing, having won the Professional Team Trophy three out of the last four years

You can produce a few skis with built-in compromises or you can produce a complete line with built-in benefits, Dynastar produces many

different skis-with no compromises.

For Instance, many skis offer only one tip radius for all of their skis since using only one mold makes production easier. But Dynastar offers different tip radiuses. The shorter the tip radius, the faster turning ability of the ski. Great for the experienced recreationa Skier or racer but not so good for first-timers and intermediates who need a more forgiving ski. That's why you'll find longer tip radiuses on most Dynastar recreational models and short tip radiuses on our high performance

Performance by Design. Right down to the core. Core materials vary greatly and can greatly affect ski performance. That's why we produce seven

different core structures Light weight, lively acrylic foam is used in Dynastar racing skis and high performance compacts where responsiveness and agility are

Important performance factors Polyurethane cores are used in most high performance recrea-tional models. The shock absorbing qualities of urethane produce a smooth ride and urethane cores adapt easily to all types of terrain and snow conditions

A combination of wood and foam cores is used on short recreational and freestyle models to produce a smooth, forgiving ride and a lively, responsive feel on the snow

The Omega story.



by Dynastar and used on all racing

and most high performance skis provides great design flexibility By varying the angle and materials used in the Omega, we are able to precisely control the amount and location of flex and torsion throughout the entire skl, and as a result significantly after

performance characteristics The Omeglass, for instance, requires an even flex throughout the ski with minimum torsion in the tip and tall. To achieve this a fiberglass Omega with vertical angles is used for the interior rib structure

The Acryglass requires a softer tip with an increasing resistance to flex toward the tail of the ski An fiberglass Omega rlb controls the precise amount of flex and torsion throughout the ski.

High performance recreational skis do not have to be de-tuned racing skis.

All Dynastar high performance recreational skis are designed specifically for the special demands of the recreational skier. Side cuts and overall dimensions are similar to our racing models but by varying torque and flex pattern we are able to produce recreational skis fo ultimate performance on all types of terrain and snow conditions

Dynastars are easy to buy, Just look at our tips.



We've taken a lot of confusion out of buying by using different tip designs for each performance category. Dynastar racing and high performance recreational skis have conventional pointed tips. Our versatile Acrypact and Pulsar high performance compacts have square tips. And round tips are used for all of our shorter



Performance by Design. 4/5

Kastinger wants you to know what our dealers know. You'll ski better because your boots will fit better.

Product Manager/Kastinger A & T Ski Co.

What you don't know about ski boots can hurt you and drastically minimize performance. We used to laugh at photos of those old leather boots but we know now those old lace boots had some redeeming virtues. Most of all, they were comfortable. But leather boots didn't transmit enough leverage to the ski which limited ski performance and made it difficult for bindings to release

In the last twenty years the ski industry has leaped into plastic, foam, and flo, and one scientific wonder after another. And for a lot of skiers the revolution has been a painful experience. Some manufacturers forgot the fit. And some

of them even forgot the foot. Kastinger didn't forget. We've been fussy about our selection of new designs and new materials. And we've been stubborn about insisting on fit -first. Now at ski dealer seminars across the country we're doing our bit to get boots back to the vital basics of performance and fit

Why your feet get cold and fall asleep. Most everyone is surprised to learn that the ankle is not

symmetrical. The inside ankle bone (see arrow) is higher than

Bob Rief



the outside bone. And if you view your ankle from the top. you will also learn the inside ankle is positioned further forward than the outside bone. So if you wear an inner boot that is symmetrical, it simply will never fit you. Inner boots that are not engineered around the unusual structure of the ankle not only never fit properly, they wind up pinching the ankle cutting off the blood supply lines the ankle is built to protect. The result: either your foot falls asleep or your foot gets cold. To insure a precise fit all

Kastinger boots are hand lasted in half sizes. Hand lasting is a process for stretching the

leather of the inner boot over a model of a foot so that the inner boot is permanently to the contour of the foot.

Not all boots are hand lasted, and many of those that are, produce inner boots in full sizes only. All hand lasted inner boots have some type of semi-rigid plastic sole. Examine the inner boot sole before buying. It will tell you if the boot is hand lasted. And ask the dealer if the boot is lasted in half sizes because hand lasted boots in half sizes fit best

The lesson? Examine the design of the inner boot before you fall in love with the glamorous outer boot shell.

The old squeeze play.



Many skiers like the secure feeling they get from a tight fit. But your foot is built very much like your hand. It gains its strength and ability when flexed, not squeezed. There are over twenty bones in the foot and you get your best balance when they are spread out naturally. A well-engineered boot must let your foot spread out naturally without feeling constricted, while holding your heel firmly in the heel pocket and accomplish that without constricting blood flow Essentially the goal of the boot,

especially the inner boot, is to allow the foot to spread normally while at the same time provide maximum support in a warm, comfortable environment. The lesson? Look for a boot

that firmly supports the foot but allows it to spread naturally without pressure points.

Because a naturally flexed foot provides the best balance.



Sklability

A properly engineered ski boot should allow you to stand naturally erect with your knees slightly flexed without lifting your heel. This would allow you enough room to wiggle your toes and support your entire foot and ankle with no pressure points

At Kastinger we call this idea combination of comfort and support "Sklablity." That's why we produce all of our leather boots with smooth, butt seams rather than overlapping seams. And we locate them well vay from friction areas to produce a really comfortable fit.



From tongue to toe Inner boots are best made by hand.

The tongue of a boot looks simple enough. But to make it right you need to taper it down to two millimeters at the edges. Machine-made tongues are usually too thick in all the wrong places, squeezing the instep, cutting bloodflow. All of our tongues are specially contoured to the shape of the Instep and lower third of the leg with a special stiffener added to prevent pressure

Look closely at the cutaway of the inner boot. You'li see different materials used at almost every major point. At Kastinger making critical parts of a boot, especially the inner boot, by hand



But we've found and developed ways of producing boots by hand that are still price competitive with machine-made boots. They're not only competitive, they are far

more comfortable. The lesson? Marvelous iooking space-age boots do not necessarily produce marvelous skiing. Look inside first and last.



Look for a Certified Fit Specialist trained by Kastinger.

We'll train dealers who want to know more about fitting ski boots whether they're Kastinger dealers or not. All dealers who have successfully completed our comprehensive training seminar, are fit specialists and have been awarded this certificate

So put your trust in the dealer displaying the Certified Fit Specialist Certificate. He's taken the time to learn how to fit you correctly

You can rely on him to recommend the right boot for your performance level and



Binding performance should be a function of the binding, not the boot.



The first step toward safer ski bindings began with the introduction of the toe-heel, or step-in binding, in the mid 1950's. These bindings have been refined through the years but function essentially the same today as when they were first introduced.

A step-in binding is

A step-in binding is dependent on the boot for proper release since it requires the boot to move, or slide across the part of the binding or ski on which it rests.



A more technically advanced binding was introduced in the early 1970's. This binding was dubbed a "plate" binding because the boot rests on a movable platform which functions independent of the boot for release. The boot is attached to the plate and the plate releases from the ski.

Why step-in, or bootdependent bindings don't always release properly.



When you walk in your ski boots they become scuffed, cut and clogged with a mixture of mud, gravel, sand, salt and other material you step on. This additional layer of matter between the boot and binding or ski produces an incredible amount of friction and often

eliminates the boot's ability to slide out of the binding, inhibiting proper performance and release.



Besser bindings are not affected by dirt and friction on the boot sole because release is not dependent on the condition of the boot. Performance and release are consistent regardless of the condition of the boot.

Boot shape and design: how they affect performance.

Despite industry standards, ski boots are not all allike in design, shape or materials. These irregularities directly influence the proper release of boot-dependent bindings. The force necessary for release can sometimes vary as much as 50% from a right or left release.

Regardless of the design, material, or condition of your boot, the Besser binding will release equally in both directions.

Boot play and wobble cause loss of control.



Most boot-dependent bindings require a clearance between the boot and binding in order to release. This clearance can cause movement and a wobbly boot results in a loss of control.



Your boot is held securely on the sole plate of a Besser, which in turn fits into the toe and heel units with machine precision. No wobble and no loss of control.

The grovel game.

Those of you who have writhed in the cold snow to remove snow from your boot sole and had to re-cock the heel unit your binding with a bare, cold hand know what we mean by the grovel game. Besser's have the added convenience of a step-in heel. No need to re-cock the heel or dig snow out of your boot sole.

out of your boot sole.

Before you rely on your boot-dependent bindings to release you safely this season take a look at Besser.

BESSER WHERE PERFORMANCE DEPENDS ON THE BINDING, NOT THE BOOT.



SKI FILMS FESTIVAL

continued from page 64

ski vacationing experienced by ordinary folks. An avowed klutz learns a wobbly parallel in a week. A lapsed skier rejoins the fold and finds temporary romance on the slopes. A hard-skiing but slightly pregnant wife gets her hard-skiing but avowed Alpine-skiing butsand to try cross-

country.

Through it all, the soothing baritone voice of the narrator slips in
to tie it all together. Ski movies,
despite their great advances over the
system, still tend to talk too much.
Maybe it is a holdover from the piosystem, the still the system of the side of the
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tors are not.

Jalbert's greatest accomplishment,
however, is in his creation of a charcan take heart: the pregnant wife.
Capping this creation is the fact that
the pregnant woman is played by
Jalbert's own wife. The husband is
played by Jalbert.

IS A NATURAL

New production stars emerging from the 1977 Festival were Vermont Studio, the Garhammer family and Werner Herzog (yes that Werner Herzog, the currently hot German director).

Vermont Studio was formed only 18 months ago by Allen Seymour, former staff photographer at Mount Snow, Vt., and Dick McLernon, former marketing chief at Mt. Snow and Stratton, Vt. With a couple of films on nuclear power under the company belt, they went out and made two ski films and won two Festival prizes. "Color It White." as mentioned, won the grand prize and the prize among resort and travel films. Seymour and McLemon's "I Hope I Get a Purple Ribbon" took the prize for racing and competition films. Its subject: Bill Koch, gliding around his home ground of Putney, Vt. Sound familiar? In Oak Creek's "Cross-Country Experience," Koch talks mostly to himself and to adults. In "Purple Ribbon," he talks to youngsters competing in Nordic

even's as part of the Bill Koch League. The Garhammer film, "A Family Trophy" is a surprise and delight. It starts with the Garhammer family— Fuzzy and Ernst, familiar to Americans through their appearances on the freestyle circuit, plus 15-year-old stater Hedy and 17-year-old brotter with the backing of Volk Skis and AMF/Head Sportswear. It is the third film they have produced, but the first to be shown here. Over the years, to be shown here. Over the years, because the produced of the pr

The film opens with the family sipping wine out of the boys' most recently earned trophies and Poppa showing the kids pictures of their grandfather doing freestyle stunts back in 1921. We quickly switch to Fuzzy and Ernst, dressed and equipped like their grandfather, doing an hilarious takeoff on military skiing. Before we finish laughing our way through the 30-minute film, the family has staged its own dual slalom. freestyle event, hang-gliding demonstration, high-mountain climb with ski-borne descent, and thrown in one of those old hide-and-seek routines just for the heck of it. It is still funny, thanks to its zippy pace, with matchcontinued on page 178

TO GIVE,
TO GET,
OR JUST FOR
YOURSELF...
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SKI FILMS

A compendium of great flicks to get you up for the ski season

Unless otherwise noted, all films are I6mm, in color with music and dialogue, and are available to organized ski groups and clubs. For a review on new films from this year's Samsonite Ski Film Festival, see page 64.

GENERAL

Color It White and Call It Stowe (14 min.): Here's the film that stole hearts at this year's International Ski Film Festival-and came out grand prize winner and first in its category of ski resort and travel films. Maybe it's the way it depicts Stowe as the pulse of a Vermont winter, or the way we see the mountains at Stowe through a snowy haze before taking in Stowe's après-ski life. All around, the film's an eye-catcher. Produced by Vermont Studios. Available on a free loan basis from Modern Talking Pictures, 2323 New Hyde Park Rd., New Hyde Park, N.Y. 10040.

On A Day Like This (20 min.). Ken and Susic Corroct star in this interesting mix of the old days and new in sking—historical memorabilia that includes Howard Head in his first ski factory, scenes with Seion Eriksen, Karl Pfeiffer and Pepi Steigher and a look at the modern-day production of skin. Sponsored A AMIC Available on a free-loan basis (returnable \$160 deposit required) from MFH Head, 480 IN. 63rd Sr., Boul-MFH Head, 480 IN. 63rd Sr., Boul-

The High Cost of a Free Ride (90 min.): Last winter, Dick Barrymore and his crew traveled the globe looking for the perfect powder slopes and nature's free rides. The result is his newest film that covers everything from the current freestyle scene, sking in Chamonix, Zermatt and the Matterhorn, to Mike Dovle (World Matterhorn, to Mike Dovle (World

der, Colo. 80301.

Surfing Champion) demonstrating the similarities between surfing and sking. Also included are scenes from innerrubing, kayaking and skateboarding championships. The focus, though, is on sking; and the "high cost" is what Barrymore calls "dedication, conditioning and practice. Rental is \$500. Contact: Dick Barrymore Productions, Inc., P.O. Box 233, Sur Yalley, Idaho 8335.

Skiing is Believing (12 min.): This screenplay follows the lives of a skiing family and four singles as they spend a week at a ski resort, discover each other as well as the joys of Alpine and cross-country skiing. Contact: Ski Industries America, Box 2270. Peabody, Mass. 01960.

The Great Ecstasy of the Sculptor Steiner (45 min.): This film, recipient of a Special Merit Award at this year's International Ski Film Festival, is one of the finest documentaries we've seen on a sports

SKI

CHAIRLIFT SAVVY: STAY WITH YOUR PARTNER

By The Editors

Many skiers get into trouble when they slide onto a chairlift loading platform. Frequently, problems occur because they fail to line up next to each other.

When (A) the skier furthest back sits down, he tilts the chair back momentarily. As the cheir swings forwerd again, it delivers an unsettling blow in the back of the leas to the skier ehead.

To prevent accidents and insure assy loading, wetch the ocupies sheed of you ski onto the cheirift loading platform. Frequently, ith attendants keep special marks swept cleen to indicate the proper place to stand. Be sure to line up right next to your partner—neither ahead nor behind as the chief approaches (B). Settle down easily into the seat and you'll be off for a pleasant ride up the mountain.





FILMS FOR HIRE

Sports World Cineme is a major distributor of ski films, serving both ski dubs and ski resorts. They have multiple copies of many of each season's new films that they will rent to ski groups for rese beginning at \$15. For informetion and a brochure, contact: Sports World Cineme P.O. Box 17022, 2367 E. Murray Holieday Rd., Saft Lake City, Utah 84117; (801) 277-0391.

personality, German director Wenter Herrop has created a touching presentation of Walter Steiner, a Swiss woodcarew who is also the world's champion ski-filer. Centering on Steiner's timph in a 1974 meet or Plantica, Yagoslavia, the film reison the steiner's timph in a 1974 meet or Plantica, Yagoslavia, the film reison compelled to transcend not only distance but fear. Herzog's extraordinary slow-motion footage of Steiner at work is particularly good. In German with English subtiles. Refinel 38 w. Connect: New Yorker New Yorks and Connects of the Steiner at Swissers.

Helix (24 min.): A trip through the heli-skiing experience end a secondplace winner in the category of ski resort and travel films at this year's



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It's because of their Bousch & Lamb SOFLENS Contact Lenses. Everyone in this happy aroup wears them and now enjoys skiing like they never did before.

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Frank says SOFLENS Contact Lenses don't fog up the way glasses do, and they're easy an the eyes right away because they're saft and flexible. Carolyn will tell you SOFLENS Contact Lenses don't pop out the way her hard cantacts did.

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Bausch & Lomb SOFLENS' (polymacon) Contact Lenses

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Everyone should have a professional eve examination regularly to protect the priceless miracle of sight. Should you ever have any problems with your eyes, consult your eve doctor immediately. For free contact lens information. write Bausch & Lomb, SOFLENS* Division, Room 101-SM, Rochester, N.Y. 14602.







The fourth in a season-long series of great ski-photo portfolios by the world's top ski photographers



Deep powder at Snowbird, Utah









Inner Skier Meets The Skeptics

Can the 'Inner Game' approach to tennis teaching work for skiers? Here's what happened when Inner Game's Tim Gallwey met some of the country's top ski teachers.

BY MORTEN LUND



Inner Skier Meets The Skeptics

er, or boss, who is the instructor, giving orders to be obeyed by others, who are the instructed. (The equivalent in self-teaching would be to order yourself to "Make a turn! Keep your weight on the outside ski! Bend

the knees!")
The year 1977 saw emerging, on a very small scale, an interesting alternative to the authority approach in the Inner Game. Fifty ski instructors, including some of the very top names in U.S. ski teaching, got together with Tim Gallwey, the masternian of the Inner Game, last season and the results were favorable beyond expecta-

tion.

The instructors found that the
"Inner Game model" really works—
that reality is a running battle for control between two very different "control centers" inside the head. (You thought you only had one?) This bat-

tle is the Inner Game.

One of these control centers is the logical, obvious, imperative, analysical, verbalizing self, which Tim Game of Fennis, labeled "Self 1." The other, less obvious control center is the intuitive, chasive, irrational, read to be self 1." Self 2. "Self 2 is what we come into the world with, ready to walk before we can talk.

The thesis of Inner Game is that Self 2 has the necessary and mostly overlooked capabilities for spontaneous complex action, which Self 1 (constructed later by society's do's and don'ts) cannot have. Everybody thus learns sports satisfyingly only if Self 2 knocks Self 1 out of the driver's seat, a happy state of affairs called

"winning the Inner Game."

How do you get Self 2 to take over in skiing?

This brings us to this year's stice teaching breakthrough—which is easy to state, difficult to convey. It is was a two-session seminar given by Tim Gallivey and sponored by Proting Gallivey, who sees application of the Inner Game in all to was a gamble. Gallivey, who sees application of the Inner Game in all sports, was not certain the could convince the instructors to give it a try. And the instructors were intrigued also skeptical that what worked on a lator skeptical that what worked on a tennis court would work on the snow.

also skeptical that what worked on a tennis court would work on the snow. On the plus side, there was Gallwey himself, an inspired, and inspiring, teacher. And there was Bob Kriegel. Gallwey's assistant-in-charge-of-skiing, who founded Esalen Sports Institute, an organization whose ideas have paralleled some of Gallwey's. Their presentation was two-prongedfirst, a series of exercises led by Kriegel to sensitive he instructors to operation' and, secondly, Gallwey teaching "inner tensis" to the instructors—with the same aim.

The logical abstract of the Inner Game as presented at the first seminar in Boulder was sixfold: 1) creating a nonauthoritarian atmosphere, 2) distracting Self 1 while reaching aration and, second, doing the same but this time keeping in mind the most obvious sensations they were experiencing while running (e.g., tightness of thighs). It was obvious to all that the second run, in which the runners were focused on body sensations, was much the smoother.

Visual awareness. We all played catch with a tennis ball, at first without special preparation. Next, we watched the way the seams of the ball rotated as it came toward us. The second way, which encourages more acute perception, was performed more fluidly by everyone.



Gallwey and Kriegei (to Gallwey's right) first hold forth in their Boulder clessroom

Self 2 through 3) awareness of body sensations, 4) awareness of visual perception, 5) emotional feelings and 6) imagery—all special Self 2 terri-

Kriegel demonstrated Seff I disraction. The task was to throw a tennis ball left-handed. Junior Bounous, ski school director at Snowbird, Utah, voluntecred. Bounous proved that even a superb skier who is righthanded can be awkward throwing lefthanded. Then Kriegel began talking contact which to agree the superbusing the mind (Seff I) and, behold, Seff 2 took over—Junior's throwing smoothed out before our eyes.

Body awareness. Kriegel and all concerned ran the length of a lawn first, without any special mental prep-

Imagery. The lawn-running exercise again, but this time at first running normally; then running while keeping in mind some smooth-moving animal in action. The second run was gliding and effortless—we all agreed on that.

Emotional feeling. After each set of exercises, the instructors broke into small groups and exchanged their reactions and experiences. This opened them up to awareness of their own feelings and kept them in a Self 2 mode.

Nonauthoritarian atmosphere. This requires that the leader share his feelings with the group. In the imagery exercise, for instance, Kriegel opened up a subsequent exchange of experiences by expressing his own feelings—"When I got my banther image in mind. I felt I started running more easily, with less effort." The Inner Game teacher takes part in the learning process, as an equal.

There were two days of Kriegel's exercises. Following that, Gallwey took the instructors out on the Boulder tennis courts. By this time, some of the instructors were less skepticalothers were mildly or adamantly unconvinced

Gallwey opened on the court with his now-famous "bounce-hit" exercise. In this drill, the learner says "Bounce!" when the ball touches the court, and "Hit!" when it strikes either racquet. This is a double-barreled exercise because it engages (distracts) Self 1, which leaps to the task of measuring the timing of bounces and hits (Self I loves to measure). The exercise focuses Self 2 intently on the ball (increased visual perception) and frees Self 2 to react in-

speed of the ball, racquet motion and body motion, then integrates these in a flash for successful action. During this exercise, some of the instructors began to develop amazing strokes in place of faltering ones. and eventually most instructors began to "feel" the game rather than attacking it logically. Their game be-

tuitively to such complex "inputs" as

gan to take on an easy, full-swinging It was during the tennis exercise that the Inner Game began to win the instructors. A new thrust in U.S. ski

Abraham, co-chairman of PSIA's technical committee, summed up the impact of the tennis exercise when he said, "Wow, I'm beginning to feel

convinced." (Horst is not your easilyconvinced subject, even though he had engineered PSIA's sponsorship of the Gallwey clinic in a spirit of experimentation.)

There was a sense now that the energy was there to get the Inner Game onto the snow

The instructors decided to tackle this by taking each other on in class. The site was Lake Eldora, just outside Boulder.

We split into groups, went up the hill and constructed ski exercises, patterned on the dry-land prototypes we'd experienced with Gallwey and Kriegel. There were unsuccessful and successful translations onto snow; it was a learning experience.

In our group, we tried a "measur-ing edge angle" exercise. In this, the skier focuses on the angle of the ski to the snow, rating it in numbers, with "one" being flat on the snow, and "five" being maximum edge (greatest possible angle). The skier calls out the numbers as he skis, thus,

"One, two, three, four, five, four, and so on, as he edges more or edges less. The object was to occupy Self I with a measuring task, leaving Self 2 free to actually experience the effectiveness of the edging sequence through the turn, in the end automatically picking out the most effec-

class through an imagery exercise. (McKee teaches kids, who like imaginative exercises, so he was already experienced in the art of providing imagery.) McKee asked each of us to imagine a motorcycle ride on a rolling desert road, with the wind blowing by and the cycle running powerfully, then to visualize on the horizon a huge oil rig with its heavy seesaw arm pumping in an up and down motion, guiding the vertical shaft up and down, up and down. McKee asked us then to start matching the up and down, up and down as we stood in place. And we did, making up and down movements in place,

We saw some small positive chang-

es in some of the group's skiing.

Other groups reported they really got

into the exercise and had excellent

director of the Pacific Northwest

Ski Instructors Association, took the

Next. Tim McKee, then technical

results.

not unlike the smooth up and down of an expert skier making successive Then we took off, keeping that slow up and down going, feeling the wind blow by, and keeping the sensation of riding the smooth powerful cycle over the road.

rhythmic turns.

A group of very good skiers suddenly became a group of very inspired skiers. We went streaming down the slopes of Lake Eldora in quite a different way. Wow, had we let go! We were skiing with twice the speed, half the effort-we had a buzz on, a visual high. Self I was completely short-circuited. Self 2 was riding the cycle.

At some point, the image vanished and we were skiing for the pure feeling of it. We had so much of a trip down the first time that we skipped further exercises and kept on skiing. skiing, skiing. . . . Some of us-in fact, all probably-had skied like this at times, but had never been put into 'on cue.

When we finally racked our skis, I had run four times nonstop from the top without tightening up-a new dimension! McKee, too, was ski-"way beyond normal.

ing "way beyong norman.
"I'll tell you something," said McKee, "I teach only on weekends. All during the weekend I generally ski 25 yards and stop. That last run didn't come from my being in good shape." McKee had used imagery before but, under the heightened sensitivites we developed at Boulder.



...... then Kriegel puts Inner Game theories to the test with instructors on the hill.

The New Skis: IV

You can turn a pair of skis any number of ways. What's important is understanding the design factors that make different skis turn differently.

BY SETH MASIA AND JOHN PERRYMAN

You can turn a pair of skis by sitting way back and levering the tails, but not as efficiently as you can by pushing your weight forward and carving the turns with the shovel of the ski. Most ski instructors never tire of telling students to get forward, or at least to ski a "centered" technique.

There's a reason skis work better when you use the shovels instead of the tails to turn with: they're made that way.

A typical pair of racing skis is 85mm wide at the shovel, 67mm wide at the waist and 73mm wide at the tail. That means that each edge flares out from the waist by 18mm at the shovel and just 6mm at the tail, meaning that the steering angle of the shovel is three times greater than that of the tail.

Is this true of all skis? Not quite, and Doug Pfeiffer in "Tune Into Your Gear: III" elsewhere in this issue explains how skis. depending on the uses for which they are designed, differ in this respect. Suffice it to say that all recreational skis are built with shovels roughly 10mm wider than their tails.

The degree to which sidecut affects a ski's turning performance is complicated by flex and torsion factors, but the following rule holds true: if two skis are of the same length, the ski with the more radical or deeper sidecut will carve a tighter turn. By more radical sidecut, ski designers mean there's a greater difference between the waist width and the widths of the shovel

turning radius of any ski based on its length and the widths at shovel, waist and tail. But here are some easy-to-grasp figures which illustrate the point, supplied by John Howe, chief engineer for Head:

At 30 degrees of angulation, a 208cm giant slalom ski like the

This is the fourth in a season-long series in which SKI examines in detail and through cross-sectional drawings this season's new skis. Next month, more reports on K2, Rossignol, Olin, Kästle, Fischer, Dynastar, Yamaha, Head. Lange and Krystal.



1

Century, the small ski factory in Tacome, Wesh., mekes three ski models: the Four, Three and Two. All three are fibergless torsion box constructions with e sophisticeted core of aluminum honeycomb filled with polyurethens foam. The foam supports the walls of the honeycomb cells, end provides e broad bonding surfece for the fibergless to eithere to. All models incorporate lightweight, resilient polyurethane tip and tail protectors. The Century Four is e high-speed light stelom six also suitable for back-bowl sking and wide open stopes. The Three is e light, whippy, super-quick model for bumps and powder. The Two is

a wide compect ski for all-around recreational use. According to engineer Eric Howat, all three models heve been updated to engineer and howat, at three models have been updated this season to incorporate an improved (benglass wap, "We're now using three layers of lighter undirectional glass instead of two wraps of heavy glass," says Howet. "This gives us e more dureble ski with little flex change from the previous design. Since each wrep overlaps itself on the top of the cone, wa actually have a six-layer (benglass layer to add compressive strength in the ski





Hart now offers three "high performance" skis incorporating lightweight aluminum honeycomb cores: the Competition, the Cruser end the Freestyle. The Freestyle is narrow end soft, with an elastic shovel and turned-up tail—just the ticket for elbowthrashing bump skiers. Like the Comp end the Cruiser, the Freestyle is e fiberglass sandwich construction; to give the glass and epoxy e solid hold on the honeycomb core, a special lip is rolled into the end of each honeycomb cell. The Freestyle

has the same eight-layer fiberglass layup as the Cruiser, but uses e softer shovel profile. To compensate for the softer flex and torsion in the shovel, it has been flared wider. According to Hart's Barry Bryent, this gives the Freestyle a very quick turn initiation, elong with "excellent flotation" in deep powder. The popular foamed-wood core Hart Freestyle is still elive end living in the liftline. The ski has undergone no changes this year.

Head



The Cruiser (\$210, 183-208cm) is Heed's gient slelom racing ski. Chief engineer John Howe believes strongly that slatom and glant-slatom racers need basically the same combination of high speed stability, good edge hold and predictable response, so speed stability, good edge flota and predictative response, so the Cruiser has exectly the same fix and torsion characteris-tics as the Head Sielom. The meir performance difference is in sideout: the Cruiser is shout 2mm whiter at the waist, white shovel and tall widths ere the same as in the Sielom. The given the same angulation the Cruiser will cerve a turn about 20 percent wider then the Sielom. Another result of the wider weist is better stability and a more forgiving/fice; the Cruiser is less demanding of precise technique. It's therefore a good choice for fest, open-bowl skiling end powder terrain. Other Cruser feetures include e foam-core torsion box construction, a protective aluminum top edge and rubber sidewalls designed to cushion the crecked edges.













While the Kästle factory likes to stick with proven constructions, it has, in the last two years, introduced some remarkably fresh ideas to handle specific problems. This year, for instance, near uses to hande specific problems. The year, for instance, there's the specially-tuned XVII to for carning turns on builet-proof powder, and Köstle's cross-country skis with interchangeable kicker strips. Last year Kastle offered the Asymmetric, which combined slekom and GS sidecuts in one ski, end the Newsbyle Champion, an eli-arround recreetional compact ski with a special base groove pattern designed to add both turning ease and streight-uning stability. The Chempion, a netwide-learndwich sol built on a laminated wood core, has e single base groove at the abrove, and no groove underdoor, to make turnis-weeling easier. According to Kästle's Peter Juen, any tendency toward inability se are sealed of discontinuing the groove to countered by the addition of two grooves in the tail, an innovation designed to steely tecking in long-residual turni and straight number.

22222

The chief ettribute of the 255 Soft, according to K2's Dave Calapp, is its versetility. "It's a cruiser that also works in the bumps," says Calapp. "It will also handle junk and powder snow." bumps, says Calapp, "If will also handle junk and powder snow." How do you build a conventional-length as it to work at high special and still areas through mounts." Fire 28 50 has a high ratio of torsional stiffness to overall fix." Calapp points out. "That is, it has roughly the same torsional stiffness as our salloom skit, the 710, but it is about 20 percent softer in overall salloom skit, the 710, but it is about 20 percent softer in overall the 710 but it is about

flex. The soft flex meens easy handling in moguls, while the high torsional stiffness means the skier loses no edging pre-cision." Like the GS-recing 810 end the new 255 Mid, the 255 Soft uses a hybrid construction in which an eluminum sand-wich structure is encased in a glass tension box shall. The aluminum sandwich, says Calapp, contributes torsional stiffness and to the ski's fluid fee

Art Molnar, a ski engineer who spent years working for K2 and Langa, always dreamed of what he calls "the ideal ski design." Three years ago he founded a small company in Boulder, Colo., to build that ski. The Molnar ski caught on quickly. and this year, for the first time, there are two models—the original wide, soft-flexing Molner Yallow, for most regreational skiers. and the new Molnar Green, a nerrower, slightly stiffer "high-performance" design. Both Molnars are based on a fiberglass prismatic structura that combinas the functions of structura

outer leyers end e neutral core. The ski's upper and lowar chen-nels are filled with e stebilizing foam to stiffen the ski torsionally, white the central channels are hollow for light weight. Sidewalls are formed by a molded-in "bumper rail" of resilient poty-urethane, which also helps lock tha structura together and cushions the cracked edges. The Green turns more quickly than the Yellow and is more stable in a high-speed curved turn— but it retains the smooth, easy-handling qualities of the Yellow.

6

There are two Olin Merk I skis, tha K and tha M. They're both short skis using Olin's original glass-sandwich, lamineted wood core construction. The Mark IK is designed as a brighing, stable and predictable ski for beginning to intermediate skiers. The Mark IM uses a much more radical sidecut, with tip end tell flared like a statom ski for quick turn initiation. It's dasigned for ad-vanced skiers—end aspecietly for modarataly aggrassive skiers.

According to engineer Herman Schultes, Olin actively pursues the ideal of a smooth-riding, fluid, sneky ski. That is achieved through the wood-and-gless construction, elded by e rubber bond-ing leyer to cushion the base and edges. In the Mark IM, good stability is achiaved with a wide platform at the waistalso makes the ski suitable for soft snow skiing end more forgiving on vary hard snow, it's an all-around ski for all conditions

crac

The Crec is Samar's all-out recing ski. According to Samar's Brian Stone, the ski is not designed for recreational skiers. Stone recommands that skiers who race in Nastan or who went a fast recreational ski look instead at the Samer Vision and Up—the latter ectually a detuned version of the Crac. Of the Crac, he says, "We settled on a single sidecut for both the slalom and GS models, which are distinguished from each other only by their torque-to-flex ratios. We use a very hard cracked steel edge

and a clear racing base that absorbs more wax than the base we use on our recreetional skis. Flex is firm throughout, and the ski is highly damped. We use a full-width layer of rubber the ski is highly damped. We use a full-width layer of rubbles between the lower attunious theet and the bottom therpiass sheet below the foem core. Another demping layer, of piestic, is used between the top alturnium layer and the ABS topskin. The ski's foem core and filtergiass leyers contribute further to damping. It's basically a very stable, fast ski'.

// ASO

III ____ A SPINLOTHE

The Spalding A-430 (\$185, 170-210cm) is e giant-slalom recreetional ski designed for good to expert skiers who tike to cruise fest. Says Spalding's Scott Pyles, "This would be the choice for the skiar who likes Vail's back bowls, for instance. It will handle junk and crud as wall as powder, and It's stable on hard snow

and ice." Compared to Spelding's statom ski, the A-450, the A-430 is heavier and stiffer in flax (for high speed stability) as wall es torsionelly stiffer (for a solid carva on herd snow). Construction is an aluminum sandwich on a polyurathana foam cora with a rubber bonding layer cushioning tha steel edgas.





Westlet !



Völki's version of the soft compact ski is the Compact Elastic, an all-around ski for athletic beginners right up to advanced skiers. The Elastic, like other Völki compacts—the Reliex and the Happy—is a fiberglass torsion-box construction built on a wood core of laminated ash and okcuma with alumnum top edges for durability. Völki's Frenk Vener suggests that expert skiers choose the Compact Reliex, which is more stable at higher speeds, and that less aggressive beginners and intermediates

choose the forgiving and easy-turning Happy. The Elastic covers the broad middle ground: turn initiations are easier than with the Raffex, but the Elastic still has anough tanacity for aggressiva mogul skiing and cruising in tha crud. Among other new Völkis is the axotic \$400 Honeycomb S, the first Alpine sid to incorporate Kavler aremid filter, said to be six times stronger than steel. Also new: the Soft and Powder, special-purpose conventional length skis for moguls and deep snow

MOLNAR GREEN Stiffer and quicker OLIN MARK IM For all-around skiing SARNER CRAC For the gates SPALDING A-430 For fast cruising

ÖLKL COMPACT ELASTIC

Wide-range performance

The New Skis: IV

Head Cruiser will carve a turn with a radius of 204 feet. A 205cm slalom ski like the Head Slalom will turn in a 170-foot radius. And a 180cm freestyle ski like the Head Yahoo will turn in a radius of 138 feet.

Actually, Howe points out, few skiers make true carved turns all the time. The actual turns made are somewhat tighter than these figures because the tails tend to slide sideways in "oversteer." In fact, tails are built narrower than shovels specifically so they won't be too grabby—so they'll initiate a tail slide smoothly and predictably when the skier needs their braking action.

Ski designers like Hermann Schultes of Olin and Bucky Kashiwa of K2 say that the single most important factor influencing ski quickness—the rapidity with which a ski will begin a turn—is the "flare" built into the shovel. Skis like the Olin Mark VI and Mark III S and the K2 Mid series are designed with exaggerated flare angles at the shovel so that a relatively small angulation of the knee will produce a carved turn quickly. You can think of a sharp flare angle as equivalent to the front wheels of a car when the steering wheel is cranked over hard.



But there's also a close connection between flare angle and torsional stiffness. When a six designer wants to soften a shovel to provide a smoother ride in moguls and choppy terrain, he frequently finds that he's lost some of that quickness so important in a mogul ski. The edge of the shovel doesn't bite as hard once the shovel has been softened torsionally. One solution is to increase the width of the shovel, thus increasing the flare angle—in effect, turning the steering wheels over further. A good example is the Hart Honeycomb Freestyle, which has a therefore needed a much broader shovel to preserve its quick response. A desirable byproduct of the broad shovel is increased floation in very soft snow.

Why, then, don't all skis have broad shovels and radical sidecust? Well, as Doug Pleiffer explains more fully in "Tune Into Your Gear" in this issue, super-quick skis are often touchy small inputs from the skier yelde such quick response that skiers of modest ability often find them tough to ski on. Beginning and intermediate skiers usually need skis that don't head for the small edging mistake is made—and that's viote sear time a small edging mistake is made—and that's viote start in the small region of the small region of the time of the small region of the small region of the small region.

Due to currency fluctuations and local pricing policies, prices listed on these pages are approximate and subject to change. When ready to buy, check with your local ski shop for current retail prices.

The New Skis: IV continued

Ski Specifications Chart

Manufacturer	Model	Length tested (cm)	Peir weight (kg)	Weist width (mm)	Flex Index (N/cm)	Torsion index (Nm/deg.)	Flex balence ratio	Price (\$)	Lengths eveileble (cm)
Century	Four	205	4.3	68	45	1.3	1.00	225	175-205
	Three	195	3.6	67	42	1.0	1.17	215	175-205
	Two	177	3.4	70	55	.9	.94	195	167-187
Dynastar	Acrypact	190	4.3	71	54	2.9	1.03	225	160-190
	Pulsar	190	3.9	68	55	1.0	1.01	185	160-190
	Yeti	180	3.0	70	55	1.9	1.12	200	170-190
Hagan	Hot Spoiler	170	3.9	71	71	1.4	1.18	170	160-180
	Select	195	4.3	68	47	.5	1.04	150	150-190
Hart	HC Cruiser	200	3.9	68	39	1.5	1.18	255	180-205
	HC Freestyle	180	3.1	66	37	1.3	1.30	245	170-190
	Freestyle ÚSA	180	4.3	65	46	1.2	1.15	190	180-205
Head	Cruiser	198	3.8	71	50	1.8	1.06	210	183-208
	LSC	193	3.7	70	51	1.5	1.00	180	163-193
	Fox	193	3.7	70	57	1.5	1.00	175	163-193
Hexcel	Bluelite	170	3.4	68	56	.7	1.03	198	170-195
	Motivator	170	3.2	69	65	.9	1.16	188	150-190
К2 '	255 Soft	195	4.1	66	41	1.3	1.00	240	175-207
	810 Comp	200	4.3	65	55	1.4	1.00	225	175-210
	255 Mid	190	4.3	67	52	1.4	1.00	225	160-190
Kästle	Freestyle Pro	170	3.6	65	72	.8	1.02	195	160-190
	Newstyle Champ	180	4.1	68	53	1.0	1.06	175	160-190
	LaFemme	170	3.4	68	48	.7	1.03	165	150-180
Kneissl	Compact Formule	S 180	3.9	70	62	.9	1.11	185	150-190
Lange	Softstyle	200	4.1	69	37	1.0	1.09	215	175-205
	Turnstyle	180	3.2	71	29	1.1	1.12	175	150-180
	Freestyle	190	4.6	70	52	1.6	1.13	195	170-200
Moiner	Green	200	4.1	68	45	1.1	1.10	245	190-200
	Yellow	195	4.1	73	30	1.0	1.10	225	160-195
Olin	Merk IV	180	3.9	68	65	1.2	1.10	190	160-190
	Merk IV Comp	180	3.9	70	60	1.1	1.31	210	160-195
	Merk I M	180	3.4	70	63	.8	1.00	170	140-190
Rossignol	Freestyle	190	4.1	69	55	1.0	.94	200	160-200
	Exhibition S	180	3.6	68	52	1.1	1.00	160	150-195
	Smesh	185	3.9	68	52	1.3	1.00	180	150-195
Samer	Crec	190	4.3	88	55	.6	1.13	250	180-210
	Fly.	190	4.3	68	46	.5	1.11	195	170-205
	Vision	190	4.3	69	57	.8	1.19	240	180-205
Võiki	Renntiger Olympic		4.8	68	57	1.8	1.12	320	175-210
	Freestyle Profi	175	4.1	66	73	1.1	1.19	200	160-190
	Elastic Compact	180	3.9	68	53	.9	1.09	180	150-190
Vittor Tua	Freestyle	170	3.6	89	80	1.0	1.00	130	150-180
	Bora Can Am GT	195	4.1	67	51	.7	1.03	150	175-205
Yemehe	Custom SL	195	4.3	65	56	1.0	1.13	280	190-210
	Custom XL	195	4.3	65	52	1.3	1.17	280	180-205

How to Read SKI's Specifications Chart

The statistics above cen help you in selecting a pair of skis to fit your needs. Prices are those suggested by manufacturers to provide a normal margin of profit for the reteler and do not take into account special on-sele pricing or changes that may arise from foreign currency fluctuations.

Langine available indicates the advised and knopset length in which the model is made; within these extremes, size normally are assigned in length differences of 5 or 10 centimeters. Size are grouped below according to length teated on make compositions of properties of the properties of the composition of the compo



Because shaving, wind, weather and old man sunshine can make a man's skin feel dry, chapped and uncomfortable.

That's why a man needs new Brut 33 Skin Moisturizer. It's a greaseless lotion containing twelve moisturizing ingredients that are quickly absorbed by the skin. for a man's skin what a workout can do for hisbody. Condition it. Tone it Make it feel good all over

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when you stick with it. Just rub a little Brut 33 Skin Moisturizer into your face, hands and body every time you shower or shave. Even one application can help make your rough, dry skin feel smooth and camfortable again. (If it makes your skin look better too, don't complain.)
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ut 33 Skin Moisturizer

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FRANCONIA New Hampshire

The 1930's, say Franconians, were the glory days at Cannon Mt., when American skiing was young and fresh, when farmhouses doubled as skier barracks, when a victory on the Taft was better than Olympic gold. For today's skiers, the glory lives on.

BY I. WILLIAM BERRY

Early this year, the State of New Hampshire, with all appropriate fanfare and panoply, announced that a star-spaneled new Tramway would soon replace the venerable, durable two-car line which, for nearly 40 years, has scaled the face of Cannon Mountain in Franconia Notch. As befits any such second generation, the new \$3.6 million Tramway will be bigger and prettier and better situated. Whether the new train will regain for Franconia the glory that was hers for less than two decades surrounding the Second World War remains to be seen. It was the glory of another time and kind, a brief and irretrievable flash of brilliance in the infancy of American skiing.

Occasionally, someone other than the drumbeaters for Cannon will mention the time, in 1967, when Jean-Claude Killy blasted down the mountain and across the parking lot to win a World Cup downhill. It was, unquestionably, a signal event in a region steeped in a tradition of ski racing, and as the first World Cup ever held in the U.S. it should have been an occasion for pride, for mythicizing and fancifying. Face it, not too many eastern mountains can boast a downhill of any consequence, much less one of such rigor as demands a Killy to master. Yet the odd fact is that the few old-timers who even deign to mention it at all do so as a footnote, a sequel to the days of real racing, in the early '30s, when skiers climbed to the top of the Taft, strapped on their wood boards and dodged among the stumps and slash left when the CCC, courtesy of the Great Depression, cut perhaps the



first genuine downhill trail in the country.

Who, after all, was a mere Killy compared with a Dick Durrance and the great Dartmouth and Harvard and Williams ski and outing clubs? Killy was Cannon; the racers of the 1930's and 1940's were Franconia, and to the people who live in the region the difference is vast. To them. the last race of importance was held in March 1946. It was the National Alpine Championship, and it featured not only the likes of Toni Matt and ScI Hannah and Dev Jennines and Sig Buchmayr but, equally important, a few competitors nearing their 50's and a young girl named Andrea Mead. This was ereatness. . .

Then again. Hannah—one of the pioneers in ski-area planning and now "retired" into farming—offers another view. "It was really a lousy race course. Usually the guy won who had the least falls. It was way too narrow for the speeds you could develop on it, and there was a little

narrow corkscrew between the bottom schuss and the runout and you came into it too damned fast. There was just one line you could take through it and there was this bump just before it where Vic [Capt. Victor Constant, then coach of the West Point ski team] got killed. I don't believe there are many of us who were racing it back then who don't have scars from that damned tree you had to shave, but if you wanted to win the race you had to run it wide open without checks." Suddenly he smiled and remembered: "When I was called in to help expand Cannon, one of the first things I tried to do was redesign the Tutt to make it sate. But the Boston crowd raised hell."

Maybe those memories of '46 are more nostalgic than valid, and perhaps it's just as well that the Taft is all but omitted from the current trail map. Nevertheless, that's how most of the old-timers feral about that weekend in 1946. The last high-from then on, nering adopted a lost-from then on, nering adopted a light, bright, laughing local feel, It slowly dispersed across the nation, a roadshow at home any place and no place.

For Franconia, that dispersal became a diaspora because something vanished along with the aura of the continued on page 180

Long a lendmark in Franconie Notch, Cannors 24-pessanger Tramway (opposite, with Mt. Weshington in the background) is due for reliement next season. It has cerried more than not million skieru up the face of Cannon for 40 years. Near the present Peckets' Lodge (inset, beckdropped by the trails at Militerall) sat the lovely in called Peckets' on-Sugar-Hill, where Americans in 1929 learned how to side down a 102-0-6-bil with styte and aphomb.





FRANCONIA New Hampshire

Cannon Mountain, depicted here in an exclusive painting for SiXU by artist Harold Billtersdorf, remeins what it has been for the better part of half a century, one of the few truly expert mountains in the East. The best evidence is the fact that the top twothrids of the course on which Jean-Claude (New York 1997) and the course of the wider reals at the bottom are reted expert by Cannon standards. The trails on the top-thirds of the mountain, which is not covered by snowmaking, are tight, steep and twisty. On a blue-ice day, they can be impossibly tough; but when the snow is good, these ere among the most exciting and chellenging runs in the country. To get there, you take either the Tramway or either of the mid-mountain T-bars.

The middle and lower sections offer superb skiing for all levels of skiers. The



Peabody sector, with its separate and oppular base lodge, draws all of theekend action. Covered by snowmaking, the terrain below the top of the Peabody chair gets progressively more challenging as you wring from right (as you view the painting) to left—and white those traits to the left the painting of the painting the painting of the painting the painting of the painting the painting the painting that the painting that

Equally exciting was my jaunt down the old Taft Trail. Today, it serves mostly as an access road from the top of Cannon to Mitterail, but if you want a taste of what sking was like 40-plus years ago, climb over the ndge and take a run. I walked away with awesome respect for those who had gone before.

Although much of the lower mountain is covered by snowmaking, the upper mountain remains nature's preserve. On a beautiful day, few mountains anywhere offer the thrill and beauty of this section. The view of Franconia Notch is breathtaking.

—I.W.B.



Denver Does It Deep

Skiing as inspiration? And how, says folksinger John Denver as he takes a Canadian Rocky powder break—and proceeds to write a song about it.

TEXT AND PHOTOGRAPHY BY SCOTT NEI SON

Somewhere east of Blue River, British Columbia, in the Mona-shee range, is an unnamed mountain stashed with slide paths and avalanche debris. It was snowing the day we approached the runout of one of these paths. We felt confident with Peter Lev, our guide, and it was he who suggested that John Denver be given first tracks in the unbroken snow.

Three turns later Denver executed one of the finest head-plants seen that entire week. Undaunted, he was



quickly on his feet declaring that in the record business his next attempt would be called "take two." Some 70 turns later he finished, standing up, what was to be his best run of the week. That run has now been officially named Take Two by Mike Wiegele, operator of Cariboo Helicopter Sking Ltd. and our host for the week.

I joined John and several of his friends in Blue River for a week of



Denver (left), howlin' end hootin', cuts trecks in the Ceriboos: 'Skiing . . . how far out, it fills your senses, it fills everything.' Above, Denver takes a break with friends at the helicopter pickup: 'These mountelins are right for this kind of skiing, and the least obtrusive way of doing it is the way we're doing it.'

helicopter skiing in the Cariboo and Monasher ranges. The group consisted of John's business associates Barney Wyckoff and Tom Crum, Scott Wheeler and Gunnar Jansen of Rossignol, Billy Long, Crow Straka and Scott McTiernan, friends of John's from Los Angeles and Aspen, and Greg Smith from Mordica.

The week began with four days of heavy snow—consequently, we spent most of the time sking the tree runs in the Monsahes. Occasionally the weather would hold us down as a squall passed or visibility decreased, making flying impossible. As we sat out a storm with John later in the week, he spoke of one of those waiting periods.

"I walked with my wife. Annie.

out in the Lost Man Reservoir area near Aspen." he said, "and 1 he said, "and 1 he said, "and 1 he some storm sounds storm sounds like. It was like. It was like like a while and the fire and I wanted to yell to every-would have been still and then stood there for a while and the storm sounds like. It was like and I wanted to yell to every-would have been still and then stood there for a while and listened too the sound of quiet snow falling, and been thankful for the opportunity."

For Denver, the last six years have been a grind—living out of suitcases, without "anywhere near enough time" to himself and his family. This was only the second time in six years he had been able to take time off and spend it with friends doing what he wanted.

continued on page 164

Skiing YOUR Skis

Think of the ski as a fine instrument rather than a tool, and learn to play it subtly. The third in a series on getting you and your gear to work together.

BY DOUG PFEIFFER

What you are about to read is how, in the never ending search for perfection, you and your skis perform to-gothern on some Before you get in odder, however, it's only fair to warm that what follows might temporarily impair your enjoyment of skiing. On the other hand, if you stick with if you try to understand how your skis perform and what they require of you as a skier—it could enhance your skiine immeasurably.

It could lessen your enjoyment if you're a relative newcomer to sking because of the subtleties involved. There's no need to go cluttering up your mind with a whole lot of stuff about the intricacies of ski gear and the perfection of technique when you're still tripping around the beginner hill or wedging your way down the intermediate runs on skis much shorter than you are tall.

But once you begin to break into the parallel christie and all is waiteties, once you have begun shucking the stem from those half-fast christies of yours, then your ged agains in importance. What you are doing at that you far doing at the point is breaking through the barrier from ski-as-tool to ski-as-instruct. You are going from merely hammering away by the numbers at the sain into playing and improvising like a virtuoso.

That transition period takes time to get through, whenever it occurs. You can tell when you've hit that transition period when you think that somehow you ought to be skiing better, with less effort, more grace, more precision, more satisfaction. When you wonder—could it be me, or is it my gear?

Yes, it could be your gear that hangs you up, not just in going from stem to parallel, but at any time progress seems blocked. It could be ill-

STABILIZER ZONE	POWER ZONE	FACILITATOR ZONE
		THE SKIDDER Reletively streight-sided wide, with its waist under the ball of the foot, et leas 314 inches of cember.
		THE CARVER Deep-waisted and narrow- er than the Skidder, with its wast located at the boot heef; 17-inch of camber or less.
		THE COMBO Dimensions are usually a compromise between shale of the Skidder and the Carver.
	MID-POINT OF SKI'S RUNNING SURFACE	



Illustrations by Raiph Harris

fitting or inappropriate boots, or skis with bottoms and edges that have not been properly tuned. Or skis that are too long, too short, too stiff.

However, just as easily it could be you-by trying to ski by the numbers or trying to have your own stubborn way with your gear instead of making a few simple adjustments in your technique to put everything

back together. If you find yourself in a dilemma, take consolation in knowing that you're not alone. When I watch even such accomplished skiers as those on the U.S. Ski Team, I'm convinced that some of our racers could break into the winners' circle more often if only someone paid more attention to the proper flex and torsion of the racers' skis. Everyone can ski better when one's gear matches one's needs.

To ski perfectly, I wrote last month, your boots must fit perfectly. So must your skis be perfectly right for you. But it's not often possible to get them just right. The U.S. Ski Team gets gear for free and so the racers keep swapping until the right thing comes along. But that neat situation is not the same one you are in. so what can you do if your gear doesn't seem right for you? The answer may sound simple, but it takes concentration to put it into effect: Ski with what you get and go with

what you've got. That doesn't mean to merely kwitcher-bellyakin'-andget-on-with-the-show. It implies that you have to know how your gear

works and how you have to work it. Remember the All-Out Attack boot I wrote about last month-the extreme one, very high, very stiff, and angled sharply forward? The boot for

experts. And remember it's polar opposite. the Comfy Coaster-the low, easyhinging, vertically-shafted type? The boot that is best for new skiers.

I also wrote about the in-between boot, the Flat Out Cruiser, that embodies in varying degrees some of the characteristics of the two extremes. The type used by most recreational skiers.

Well, I used boots of all three types last spring while at Mammoth Mountain, Calif., along with a wide assortment of skis in an all-out attempt to discover the rules for the interplay between gear and performance. As if the variation among boots weren't enough to cope with! When the variations among skis were added, the possible combinations became astronomical in number. Hard and fast rules were hard to come by. Generalizations, however, were not, and we'll get to those in time.

Fortunately, the path to skiing per-

fection is not as difficult as it may seem. The keys to the puzzle are the points brought up in the first of this series, about feelings and feedback. about relating cause with effect, body movement with performance. You'll recall I stressed the need to ski like you, not like anyone else, meaning that you must adapt to your gear, not to arbitrary rules on how to ski.

The modern ski

The modern ski has come a long way in the last decade. While it is a triumph of industrial technology, it is not yet perfect only because we haven't yet discovered the perfect way to ski-if there were any such thing for all conditions, all people. When a consensus develops as to precisely what we want from our skis, ways will be discovered to do it and make skis for it. Meanwhile, somewhat simplified, here's where the state of the art is as of today.

The modern ski has as the heart of its action that region of its geometry encompassing a span of about 100 centimeters (three feet), equally dispersed fore and aft from a point directly under the center of the foot. This is the point where often the camber is greatest and the ski narrowest (its waist). The entire zone is where the ski's sidecut is most pronounced and its resistance to torsion (twisting) and



flex is the greatest. All at once, it's both the power zone and the steering or turning zone of the ski. If there were a truly universal "ione-way" to ski, then that zone would have the same characteristics for all brands and sizes of skis.

The extremities of the ski are mere facilitators (the forebody) and stabilizers (the tail). They make you steadier by easing the ski's passage over the snow and its obstaclets. Adding length at either end of the power zone provides a steadier, smoother ride, just as lengthening the wheel base of a car aids stability at high speeds.

Arbitrarily, just as I did last month with the wast number of six boots available, I've classified the more than 300 models of skis available this year into three theoretical categories, putting the emphasis on the extremes putting the emphasis on the extremes ties of the majority of skis that lie somewhere in between the extremes. The categorization is admittedly an oversimplification, but it is justifiable as a way to clarify the different performance characteristics in today's formance characteristics in today's

Skidders, Carvers, Combos The Skidder is the old-fashioned type of ski. It slides easily, provides good directional stability for

both straight downhill running and traversing, and offers a nice smooth ride. It gets its name because it sideslips—or skids—around a turn rather than carves. It's the kind of ski hot skiers of more than a decade ago used almost exclusively—there just wasn't any other type around.

Physically, it used to be long, meaning it was used in lengths at least 15 percent longer than the skie was tall. Today, it comes in all sizes. It is a wide ski, especially in the forebody, and has only a slight amount of waisting or sideout. The skidder's waist—the narrowest point of the ski—is generally located at the point where the ball of the foot there the ball of the foot there the ball of the foot the point where the ball of the foot the point where the ball of the foot class three quarters of an inch of camber.

Dynamically, the Skidder is a stiff ski both in bending flex (along its length) and in torsion, or twist, and its tail is generally 10 to 15 percent stiffer than its forebody.

You start a Skidder into a turn with the application of noticeable swivel or rotary muscle power, unweighting it to swing either its tail around the shovel or both ends around underfoot, propeller-fashion. As with all skis, while this unweighting and twisting is going on, you must roll the skis over onto what becomes their inside edges in the turn. Then you make sure your weight is forward so that the wider part of the ski (the shovel) acts as a movable pivot around which the rest of the ski can skid in a windshield-wiper like side-

At any point during a well-executed turn, the skid can be stopped by "setting" the edges—that is, by quickly increasing the angle of the edges to the snow to force them to grip and bite. The stiffness of the ski, especially at the tails, facilitates this action. Sitting back—applying leverage to the tails of the skis—is neither particularly helpful nor necessary with Skidders.

Skidders work best when skied with Flat Out Cruiser boots (see "Tune Into Your Gear: II" in November) that tend toward the soft-flexing, slightly forward pitched end of the boot spectrum. That's because such boots permit the down body movements needed for unweighting and shock absorption without causing variations in fore and aft leverage on

the ski.

The Carver is the type of ski all racers need. It's nervous, skitterish, like a thoroughbred. If you give it the reins, it will run away with you, getting there before you do. Nothing wrong with that, if you have Attacktype boots to help you get back

mickly into a balanced stance over

the critters. When you do the right thing, the Carver almost turns by itself. Because it's designed to turn, it doesn't provide as much straight-line stability as the Skidder does. Nor does it have as wide a range of adaptability to

various turning radii-one reason why it comes in either slalom or giant slalom versions The Carver's ride is exciting. There is very little skidding during the

turn, so you carry your speed throughout, seeming to accelerate as you come off the fall line. It feels more like riding a roller-coaster, in contrast to the sensation you get with the Skidder-the feeling, at first eerie, that comes when the back end of your car breaks loose from a turn

on ice Physically, the Carver is noticeably different than the Skidder. It's 2 to 4 millimeters narrower along its entire length and it has a much more pinched-in-at-the-waist appearance because of its deeper sidecut. Also, the narrowest point is located further aft than on the Skidder, positioned near the spot where your heel rests.

dom has even a half-inch of camber. Dynamically, the Carver is a softer-

flexing ski than the Skidder, with its flex and torsion balanced equally fore and aft. The tail may also be 5 to 20 percent softer than the front-just the opposite of the Skidder. Torsionally, the Carver is unique-it twists easily at its extremities (to help the ski snake smoothly over and around minor terrain distortions), becoming progressively stiffer as it ap-

proaches the power zone. To start this ski into a turn, you use very little unweighting as you shift your weight to the outside ski and roll it over to its new edge. The combined curve resulting from the reversed camber of the ski and its highly waisted sidecut is pressed into the snow, causing the ski to move in a curve. Ideally, no skid results, and you lever your weight from the from to the back as needed, as if trying to squeeze every point along that curved edge through the same spot or the snow. In other words, the ski "slices" its way around, carving a

narrow track as it turns. You don't set your edges to end a carved turn since the skis are already another turn. This ski doesn't traverse particularly well, since when it's on edge it always wants to turn. Nor does it sideslip easily, tending to chatter when you attempt to sideslip

out of its self-made rut It's hard to alter the radius of a carved turn. You do so to some extent by shifting your weight from both skis to just the outside one. Do so gradually, and as the ski gradually bends into a deeper reversed-camber arc. you gradually tighten up on the radius

stomping on a bug, and you get a very quick, tight-radius carving response. You can also vary the radius somewhat by using leverage to apply pressure to the front, middle or back of the power zone, thus fine-tuning and playing the ski's characteristics of flex and torsion to give the turn radius

of the turn. Do so suddenly, as if

you want. Great music, if you can do Attack boots or stiff Cruisers, are a must for handling the Carver, especially in its longer sizes. Get one too long, however, and its quickness may overpower both your reaction time and strength. This ski needs to



The 6,600-Foot Plunge

Sylvain Saudan, 'skier of the impossible,' takes on one of the Himalaya's most treacherous peaks in a spectacular four-hour ski descent from 24,000 feet.

TEXT AND PHOTOGRAPHY BY DEL MULKEY



The Nun is in the northern Himalayas in the area of Ladakh, a region twice the size of Switzerland with spectacular, mostly unknown mountains. For 25 years Ladakh was closed to visitors: only in 1974 did the Indian government allow outsiders to visit this Kashmir outpost.

Sylvain Saudan, testing the snow with his poles, skied to the end of the narrow snow ridge forming the summit of 23,410-foot Nun Kun in the Himalayas of India. The ridge dropped away steeply in all directions. Clouds blanketed the lower valleys but, above, great summits gleamed white along the far horizon. The only sound was a light wind coursing in from the Chinese border to the Northeast. Saudan hesitated a moment, then saluted us with an "à demain" and pushed off over the end of the ridge.

Four hours and nearly 3,000 turns later, at 7 p.m. on June 26, 1977, the 41-year-old Swiss skier of the impossible had skied the steep 6,600 feet of glacial seracs and crevasses separating the summit and our base camp. There of course had been higher descents. Aspen's Fritz Stammberger had skied from 24,000 feet on Cho Oyu in the Himalayas in 1964, and Yuchiro Miura had skied from 26,000 feet on Everest in 1970. But Saudan, unlike Stammberger, had made his ascent for the sole purpose of skiing down, and unlike Miura he did it without benefit of oxygen or parachute, equipped only with an uncanny ability to "feel" the snow on slopes approaching 50 degrees in steepness. . . .

The climb was tricky, often dangerous, with several traverses on 55-degree slopes. At 20,350 feet none of the five of us who accompanied Saudan could do more than three or four steps without





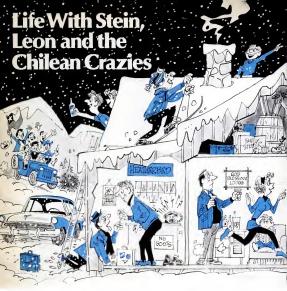


resting for a full minute until the cadence of our breathing slowed. We were nearing the maje (2.30,00-foot level, nearly 3,000 feet higher than McKinley in Alaska, twice the height of La Grand Motte at Tignes. It was Saudan's second attempt on Nun. The first, in September 1976, was abandoned at 20,000 feet. The weather had tumed bad, half of Saudan's team was sick, five feet of fresh snow had fallen, and one of the climbers nearly perished after falling 90 feet into a crevase.

During the long and dangerous trip back to base camp from the summit we had plenty of time to study Saudan's tracks. They seemed to literally shave rock outcroppings, then cut below the summit ridge, setting off a number of small slides. Each turn was precise and carefully completed. Further down among the seraes and crevasses, the snow had been heavy but there was the same precision, skis equally weighted and always parallel, each crevasse negotiated at what was the safest point if one took several minutes to study the options.

But there was a mystery. The very last crevasse was a good 15 feet wide with only a hump of snow in the middle. There were ski tracks coming and going. We never quite figured out how Saudan got across that one. STG

Saudan (above left) works his way gingerly along the Nun summit ridge before plunging toward the base-camp glacire 6,600 feet below. Saudan's Restaurant (right) at 17,400 feet. Andre Chaucheprat, Chamonix hotel manager and the expedition's chef, dons his hat to celebrate Saudan's return from the summit.



For guests of Aspen's Heatherbed Lodge, it was open arms and a dry martini—none of that zither, yodel and gluehwein stuff.

BY MARTIE STERLING

A generation ago skiers were somehing. Inena, skiing was treacherous, skis were lethal, and getting there skis were lethal, and getting there trickly. Brides did not cure to honeymoon in Arctic weather and long wood underwear. Movie stars could think of better ways to smear their masbidden on the slopes. And I personally knew a Continental pilot who seaseded ski trups via TWA so he work to be the star of the star of the work of the star of the star of the star was all the star of the star of the star of the was all fine. If e. was a big investment and they wanted him locked up safe with the rest of their portfolio.

In my case, I had nothing to say about it. (I had plenty to say all right, but no one to listen.) I'd married a man, Iglook, sired by a deep-fread weamed on a rope tow, a man who didn't think it one bit daring when we came west in the Fifties, found Aspen, and threw in our lot with skiing forever.

The Aspen we found was a motley mixture of gingerbread and thermopane, garages, and gazebos, farmers and cowboys. You felt sometimes the place had missed the turning of the century. Irrigation ditches flowed along Main Street. Sheep and cattle



drives, which some wag frequently detoured through the Hotel Jerome lobby, moved to and from the mountainsides. There were more old-time ranchers and miners than skiers, but the whole population was so piddling you could take a daily headcount at the post office.

What's more, Aspen Mountain, with 14 runs, represented the sum total of Aspen skiing. Or had, until 1958, when Aspen Highlands opened up next door. It was there, just past the town dump, beyond the paved road, that Iglook and I bought four untrammeled acres, cleared a site, winched out a poor dead, putrifying thousand-pound elk, and built our

ski lodge-Heatherbed by name. Building a ski lodge (and clientele) takes youth, guts, ignorance, a Ouija board, a large mortgage and a good location. Our new Aspen friends thought our location was rotten and told us so. "You mean you're going way out there in the country?" they asked incredulously and often. "Way out there in the country" was six minutes flat from the heart of town, but I guess you could say we were an outpost of sorts. Buttermilk and Snowmass weren't even a gleam in someone's eye, and beyond us were only the T-Lazy-7 ranch, five mountain ranges and a couple of melting glaciers.

Our location may have been rotten but it had: 1) a breathtaking view of Pyramid Peak and the Maroon Bells above, 2) Maroon Creek tumbling below, 3) space for a summer duderanch operation, And 4), it had Stein.

Stein Eriksen was the first, possibly the greatest, of the all-valued poslegendary skiing greats—a blazingot blue-eyed, swiech-hipping sixblue-eyed, swiech-hipping sixblue-eyed, swiech-hipping sixbrost World Wall II Winter Olympicswreathed in medals and dimpled smiles. Now, some five years after his sweep of the World Championships, here Stein was, the direct of the brand-new Highlands ski school right next door.

Small Wonders

BY PATRICIA DORAN

Photographed at Keystone, Co by Keily/Russell

It may come in smaller sizes, but there's no "skimpy kid stuff" here. In fact, the clothing you'll see on these pages has all been kid-tested by our own test team of youngsters on the slopes of Keystone, Colo, Our staff of testers, at left: 1) Missy Ferguson, 2) Kim Kosick, 3) Casba Molnar, 4) Scott Lawliss, 5) Tracy Collins.

Tops on their priority list

 Vests The new uniform for the young set is being worn for school as well as for skiing, the puffier the better.

 Pro-styling Ski gear that looks racy is what youngsters want. Fast-looking racing pants are on every kid's list.

 Pre-teen sizing At last there are now young junior sizes for kids of junior high school age and older, those discerning dressers who are too sophisticated for kids' ski clothes—and have outgrown them—but are not suited for adult sizes.

 Warmth Kids want to keep warm, but without looking like a stuffed teddy bear. The backpacker down sweater and puffy vest is fine for hacking around in but for serious skiing they want to feel warm —and look sleek.

The skiwear on these pages meets all these requirements, and more.







124/December 1977/SKI

Kim (below) shows off a pre-teen suit that comes all in one piece. It's practical because it's made of a one-way stretch nylon fahric that molds and moves with the young skier (\$92). There's also a 'Hot Fill' vest that repeats the sun-and-mountain motif (\$38) and a hat and sweater as well. By Super Gear.





Scott Labove) can really move in this down-filled ski vest with its five-colored striped stretch inserts down both sides (\$33.50). The same inserts are repeated down the legs of the insulated overalls (\$23.60). Both are by Wini Jones for Rodie. The matching wool sweater is by Demetre, the hat by Smiley. Everything is sized 8-16.



Introducing the new Dodge Challenger.

- Standard MCA-Jet engine. 40 MPG highway, 29 MPG city.*
- 2 Standard four-wheel coil suspension.
- ③ Standard radial-ply tires.
- Standard cast-aluminum wheels.
- Standard power front disc brakes.
- 6 Standard five-speed manual
- transmission. Standard floor console with rally gauges (tachometer, trip odom-eter, oil pressure, ammeter).
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- Standard bucket seats (both) reclining).
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- Standard dual outside mirrors (electronically controlled).
 - Standard power ventilation. Standard tinted glass (all windows).
 Standard locking gas cap.

- Standard interior trunk release. @ Standard warning chimes (instead of buzzer).
- @ Standard inside hood release.
- (S) Standard plaid cloth interior with carpeting
- @ Standard lighted door locks. (outside). @ Standard louvers (rear quarter
- windows) Standard side-striping.





Challenger. A beautiful new GT import from Dodge. nates. Equipped with standard 1.6 litre engine,

ne, manual transmission, and 4,22 rear ade ratio. Your nt, and your driving habits. California mileage lower.

INNER SKIER

continued from page 99 the success of imagery was such that McKee was as surprised as the rest

After skiing, we discussed the notion of "normal." What is it? Obviously in self-teaching, you can be your own "authority" and elicit a
"normal" response through Self I verbalizing: "Get your weight out there!" and "Stay forward, dummy!" But maybe "normal" is what's really inside, a potential you can bring out fully only when you stay in a non-authority relationship with yourself through self-teaching using such aids as body awareness and

imagery. Before we left Lake Eldora, we had all discovered some things that worked for each of us and for each other, some concrete ways of proceeding which we would test over the

Before we left, Gallwey said, "Use anything from the Inner Game that is helpful to you. Use anything from 'outer game' instruction that is useful to you. Use anything from your past that is helpful. Don't set a formal goal of giving 'an Inner Game lesson.' Just let it grow organically and develop the Inner Game in teaching naturally."

A month later, Horst Abraham wrote from Vail:

It isn't as if we hadn't previously been doing some of the same things we did at Lake Eldora, but the Lake Eldora session helped me realize how effectively we can use 'sensory exploration in a more organized way. There is a pattern to it all now. There is a pattern to it not only in the light of what you are proposing to the student but also in how you elicit feedback from him. The ski lesson becomes a meaningful experience, rather than a sequence of mechanical linkages that are meaningless to the student-such linkages do not produce flowing movement. Now that I have worked with the Inner Game approach. I am thoroughly convinced of the effectiveness of the Inner Game approach in skiing. It works like a charm."

We all found our teaching chang-

Here's one of my own teaching experiences. The learner was a 50year-old man, and I told him something about the way I had experienced the Inner Game, just to give him a chance to give me his feelings. Also, I wanted to start the "exchange of experience" going because one of the

things we found out during the winter as we taught was that this kind of feedback sets the scene for success of the inner approach, just as Kreigel's two days of sensitivity exercises had set up all of us for the

experience of "inner tennis. The first thing that the learner said to me was, "My balance seems

What did he mean? "I make five turns and then I fall."

he said sheepishly. What did he ascribe that to?

"Maybe my weight isn't in the right place over the skis. I proposed-and he accepted the idea - that he take a run during which he first skied with his weight a little farther back over the skis and then a

little farther forward. Then he could tell me if either was better. He said, after two runs, "Weight a bit back more, that feels a bit

'As soon as his body awareness began to take hold, he began to ski much more fluidly

. . . He was happy—in fact, he went out and bought a new pair of skis that day. He was in the sport to stay,

better."

My own technical reaction had been he was skiing too far back to begin with, but you don't approach the learner-in Inner Game-through technical corrections. To do so brings his Self 1 (which loves to get technical) back into control.

What happened was that he began to become aware of his balance, fore and aft. The measuring task of judging whether he was "a little farther forward or a little farther back" was merely to distract Self I

As soon as body awareness began to take hold, he began to ski much more fluidly, in much better balance. Even though he may have felt he was skiing with his weight somewhat farther back, he was actually skiing

with his weight in the same spot as before. Only now he was skiing sensitively (Self 2), which allowed him to make all those minute reactions that spell the difference between standing and falling, reactions no one can possibly "direct" anybody to accom-

He was happy-so much so, he went out and bought a new pair of skis that day. He was in the sport

It was an interesting lesson for both of us. The learner had taught me how to teach him, through feedback, and I had taught him how to learn, through

awareness What can the individual skier without benefit of an instructor get out of the Inner Game?

· First, read the articles appearing this year as part of SKI's New WAYS TO LEARN SERIES.

 Read Inner Skiing (SKI BOOKS, November SKI), a collaboration between Tim Gallwey and Bob Kriegel.

· Make up your own exercises, using "awareness" and any form of "imagery" that comes to your mind from your reading. Experiment with them on the slope. An exercise need not be created for a specific problem since all good Inner Game exer-

cises have an overall effect. · Don't give yourself verbal directives on the slope. That's only going to get you into the wrong mode. Just ski and be aware of what feels smooth, and works, and go on doing that.

· Watch a skier who is better than you are. Fix his motion in mind. without trying to analyze what he's doing; then keep that image going and start skiing.

 Enjoy the process of skiing, second by second. Let the result take care of itself. You can't guarantee a result, no matter what you do. So enjoy what is happening. And then see what happens next.

You may be amazed.

SIGN UP. This season, Tim Gallway and Bob Kriegel, In conjunction with SKI Magazina, will be hosting six Inner Ski weeks. The sitas: Mt. Snow, Vt., February 5-10; Waterville Valley, N.H., February 12-17: Squaw Vallay, Calif., February 19-24; Snowbird/Alta, Utah, February 26-March 3; Kaystona, Colo., March 5-10; Crystal Mt., Wash., March 12-17

An Inner Ski Week costs \$260, begins with an informal gat-together Sunday avanings, and continues with intensive Inner Gama instruction for five days. SKI can arrange your lifts and lodging. To make your reservation, and for further details see page 171.

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In 1976/1977, an incredible record of 1998 points.

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These 5 win so that you can win skiing enjoyment.



continued from page 115

snaffle bit, as it were, that immediately and forcefully transmits your intentions to where the action is, down where the edges meet the snow.

Obviously, Carvers are best for slalom skiing, where every turn is followed by another one of similar radius and done at almost the same speed. They are also great for giant slalom skiing, where a similar situation prevails, except that the turns are of longer radius and the speeds faster. Accordingly, GS Carvers may be

somewhat longer, stiffer in flex and torsion, and have less sidecut. Practically speaking, there is no such thing as a pure carving ski because there is as yet no such thing as a purely carved turn. The modern carving ski and skier only approximate a pure carved turn, but enough so that the roller-coaster sensation in

contrast to skidding is clearly felt. The Combo ski, like the Flat-Out Cruiser ski boot, is the between-extremes ski. And it works best with a Cruiser-type boot. It skids a bit, mainty during the early and middle part of the turn, and it carves well as you come of the fall line. It may even carve going into the fall line it you neither a pure Carver nor a pure Skidder, but embodies in varying deerees properties of both.

Physically, the Combo comes in many lengths suitable to your weight and favored speed range. In appearance, it isn't much different from the Carver, except that it sometimes is not as narrow, nor is its waist located as far back. Its characteristics vary depending upon the design engineer's intent-stiffer and longer for heavier and/or faster skiers, softer and shorter for lighter and/or slower skiers. (Skiers interested in hard numbers should study the Ski Specifications Chart appearing in each issue with our "New Skis" reports this season.)

To start a turn with Combox, rely on a little muscle power to simultaneously unweight, rotate your feet, dee-edge and redge then skis. If you're not too adept at this the ski will skid until you properly place your weight with a sufficient amount of deging to let the ski take over with its own built-in carving action. And that, incidentally, is the nice thing about Combos—they tolerate your errors in timing and technique.

Another nice feature of the Combo ski: when you find your turn is being carved too sharply, ease off on the amount of edging to let a skid develop. You then drift out of your original line, one which might have run you into a steep-sided mogul or put you on the rocks. Conversely, when enjoying a leisurely skidded turn and something, like another skier, gets in your line, edge hard to tighten up on the radius of the turn and carve your way around. It's all great fun. Carvers, of course, don't

permit such options.

So there you have it—a pared-to-

the-backbone primer on how you and your skis can perform together. Of course, these are subtleties of technique and ski performance which space does not permit us to touch you have been as the performance of Gastalt, believing that it's perfo



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LETTER FROM VAIL

Toll-free reports, rooms by computer, ogling Monika

BY ABBY RAND

Where's Monika? Vail Associates has a new board chairman and a new president, and Jerry Ford can still be seen around town, but the person all Vail wants to meet is Monika-Monika the T-shirt Queen.

Ken Caroselli, together with his sister Lee, a former Miss Vail, runs a shop called the Vail Factory. Ken and Lee are artists who drifted into Vail and found themselves a new. useful specialty: making signs. Among the signs they make are the Vail trail markers. The trail markers have become a hot carryout item among vacationers. Skiers love tacking an official-looking "Riva Ridge Most Difficult" sign above their hometown mantle. Others like bringing home a sign using mock trail names, like "Frannie's Folly-More Difficult" or "Jim's Jungle-Most Difficult '

This led Ken and Lee to expand into T-shirts. Last summer. Vail chests sprouted with mock trail names, usually references to private

'One day a guy came in and asked me to make up a shirt that said. 'Monika's Moguls-Easiest,' I just smiled and made up the sign. A few days later, another guy came in and asked for 'Monika's Moguls-Easiest.' I wouldn't have noticed anything funny except that he kept reminding me it was Monika with a 'k.

"When a third guy came in and asked for 'Monika's Moguls' I knew he was going to say 'Monika-with-ak.' Funny thing is, Monika has been given three T-shirts saluting what must be well-known moguls, but nobody yet has found Monika. .

Vail continues to be wrapped in an aura of soaring success, undented by last year's snow-and-customer shortage or by the 1976 gondola accident. Locals and regular visitors rattle on merrily about prospects for Beaver Creek and community expansion (Vail now has both its own Sears Roebuck and its own Montgomery Ward catalogue stores).

The good-news list is long. This winter 35 additional acres will be covered by snowmaking, bringing this season's total to 120 acres. More significant than the numbers is the

Lone skier, shooting the curl, rides out a sea of bumps on Vail's 'Look Ma.'

positioning of the snow guns, designed to keep bare spots from appearing on the vulnerable lower slopes. Last year, Vail snow conditions weren't that had. Skiers sometimes had to ride back down over bare low slopes or hop around rocks, but they managed. Said one contented Easterner, "It wasn't bad skiing-it just wasn't the western skiing we had pinched pennies for.

Should you want to know about the amount of snow and its location, this year you can telephone the mountain directly-for free. Vail Associates new toll-free line (800-525-5510) gives recorded snow reports, updated during the day, from 6 a.m. to p.m. Mountain Standard Time.

If the answer agrees with you, the next call might be to (303) 476-1000, the Vail Resort Association, where seven computer terminals and seven humans who relay messages between you and the computer are organized into a speedy new reservations service. In seconds, the computer tells its spokesperson whether or not your requested room is available and, if not, what the next free dates would be, the next available price range and the best alternative type of lodging that is available.

Ask for a low-end one-bedroom apartment for February 26, for instance, and the computer might report that such rooms are all booked and suggest you try March 5 instead or go up a notch in price or consider a studio.

Mountain improvements? Introduced last year, but never really tested are two new double chairlifts that replace Gondola One as a means of getting people from the village core to Mid-Vail. The original double chairs that paralleled the gondola's route have been rebuilt to double their capacity. Getting up the mountain in the morning should now be less of a hassle, and so should using Mid-Vail, thanks to a new triple chair in that sector.

Beaver Creek, the resort that Vail Associates has been trying to build 11 miles further west off Interestate 70, seems to have fought off enough opposition to warrant a ceremonial groundbreaking last August. Held by a picturesque old rancher's house that continued





Sking Eastern Canada is different from where else in the world. Because we're dedicated to the concept of good so. That means that the fun people you on the alopes, you'll meet in the disco-ques and restaurants. Disporting laving compared to the control of the control of the test of one sedieses also party. And you'll set grow tired of it.



Tomada Or Jump in your car and come on up. We're that close. So much to go for.







LETTER FROM VAIL

VA intends to preserve amidst its all - new - all - everything - four - season mecca, the ceremony starred ex-President Ford and Vail's new board chairman, Harry W. Bass, Jr., on the

gold shovel. Harry Bass is the brother of Dick Bass, proprietor of Snowbird and the owner of the house the Ford family uses in Vail. The Basses, born in Oklahoma and raised in Dallas, where they have since taken over their family's oil business, don't believe in merely buying lift tickets at their favorite mountain. They buy stock. It was brother Dick who got into skiing first, at Yale. In 1955 he took brother Harry on a trip to Aspen. Both have invested in Aspen, and

later in Vail Dick does get to Vail but Harry has skied Snowbird only once. Who skis faster? "Dick has better form," says Harry diplomatically, "because

he can get out to ski every day. In September 1976, Harry gained controlling interest in Vail through his Goliad Oil and Gas Corporation. Before the next season rolled around.

Harry had taken over the board chairman's reigns from Vail co-founder Peter Seibert (who has since left to head Country Club of Colorado at Colorado Springs) and instituted a search for a new president to fill Dick Peterson's shoes. He chose Jack Marshall, age 40, known as a fast skier and top resort, real estate and hotel man, having been at Sun Valley's

Elkhorn and at Pebble Beach, Calif.



"My first priority," says Marshall, "is to operate Vail. Beaver Creek is going to be a long time coming. It won't open until 1980 or 1981 and it won't open as a finished project. Yes, it is possible that there will be other lawsuits holding up Beaver

Creek, but we do have to go ahead." Last summer, a construction road was put in from the Interstate, through the narrow forested corridor up to the Beaver Creek equivalent of Mid-Vail. now known as Mid-Willis, after Wil-

lis Nottingham, the rancher who once raised cattle here. The VA owns 2,200 acres which it will develop for the base village and the U.S. Forest Service owns 2,775 acres spread over the two mountains on which the ski runs will be cut.

Beaver Creek has roughly the same topography as Vail mountain-its base is 8,100 feet, its summit 11,300 feet. It has more novice terrain than Vail, and plenty of space for ad-

vanced skiers to how! The last pre-groundbreaking controversy was the Forest Service decision to let vacationers drive into the Beaver Creek valley floor. Day skiers will have to park outside the valley and be bussed in. Originally, the village was supposed to be totally pedestrian but Vail had second thoughts about all those vacationers who would arrive with station wagons full of groceries and cribs, so destination vacationers will now be permitted to drive into special underground garages at the resort.

In any case, skiers won't be arriving for at least three seasons more. By that time, far more investment than the \$7,253,000 spent before the gold shovel touched the ground will have been made.



"HAVE MY BINDINGS CHECKED - NAH THE GUY I BOUCHT THEM FROM SAID THEY BELONGED TO AVALANCHE KURTZMAN."



Beef un uour snacks.



Take along Slim Jim3 meat snacks. The chewy, allmeat sticks that come in six tasty flavors, fit right into your pack and keep you traveling light, but not empty. A little less than a meal. A little more than a snack."

LIFE WITH STEIN ...

continued from page 121

I was such a greenhorn that first year that my principal interest was watching Norma Shearer float down the staircase of the Jerome Hotel in clouds of chiffon, followed at a worshipful distance by her ski-instructor husband Marty Arrouge and ogled adoringly by me. We who are over 40 will go to the grave remembering Norma as Marie Antoinette en route to the guillotine, every shining hair in place, sculpted head riding majestically above the clattering tumbril, eyes luminous with belladonna. She was every inch a queen, and the world was prostrate at her feet. Unless you count Iglook, who spent an unedifying childhood watching Hoot Gibson and Johnny Weismuller in Saturday afternoon serials. His constant rejoinder was: "Whoever heard of Norma Shearer?"

Well, I'd never heard of Stein Eriksen. And with the lodge booked solid. I was up to my eyeballs in bedding and bathmats, doing everything that first season but weave the carpets, too far gone to care. Naturally I hadn't so much as set a ski boot

on those beckoning, snowy slopes. The children, however, were under no such constraint. Aged 2 to 10, they weren't much help in a hotel. so they toddled right on over to the Highlands to get acquainted. As there were six of them, and only two of us, it was necessary to hold frequent rollcalls. One harried holiday afternoon when I scolded the whole crew for missing mealtime, Whit, our eight-year-old, said airily, "It's OK, mom, Stein bought us lunch and I had two hotdogs" and they all ran off to wax

As the only people who would possibly buy lunch for six ravenous kids were either dirty old men or a white slaver trading in plump children, I yelled after them, "Stein WHO?"
"Oh you know, Stein," echoed

down the hallway.

I didn't know then, but I did before long-and a lot more than I cared to. Fawning, swooning females (nowadays called groupies) started spilling over on our doorstep. Writers wrote wistfully: "Just once like Stein." Folksingers composed him pagans of praise. Whole families arrived. rushed to the front desk, and asked breathlessly, "Where do we see Stein?" Which, come to think of it, didn't bother me half so much as being asked what time the Maroon Bells

If the world missed Stein on week-

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But when you start to release, your foot travels out of the binding at a constant force, thanks to Moog's fixed force disc spring that won't go out of adjustment.

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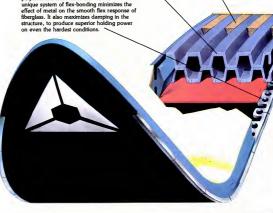
A Guide to Effortless

A totally new construction makes turning and handling easy for anyone. Anywhere, A fiberglass-reinforced plastic prism forms the heart of the Molnar ski. This single strengthbearing element replaces the external structural laminates of conventional skis. The first new ski construction since 1960, the prism allows beam flex and torsion to operate independently, producing just the right kind of response for

every kind of skier in any kind of snow. A new edge design produces a smooth,

quiet stability and superior holding power. The working part of the cracked steel edge is flexibly bonded underneath the rubbery polyurethane sidewall of the Molnar ski. This unique system of flex-bonding minimizes the effect of metal on the smooth flex response of fiberglass. It also maximizes damping in the structure, to produce superior holding power

Variable flex means the ski is never any stiffer than the skier needs it. Unlike conventional skis, with their fixed flexes, the Prismatic ski can vary its flex to meet your needs. The deeper the ski is flexed, and when torsional forces are applied during a turn, foam in the upper and lower channels works with the geometry of the prism to resist twisting. This stabilizing system makes the Molnar stiffer the harder a skier carves a turn.



Skiing.

Soft Side Flex increases ease of turning with built-in steering. The Prismatic ski not only flexes up and down smoothly; it also bends sideways much more easily than conventional skis. Which means that the Molnar arcs effortlessly into turns, with the full length of the ski working on the snow. Lateral deflection alters the ski's side camber according to the force and radius of the turn, producing built-in steering.



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The Prismatic Ski



Green Molnar. Narrow, slightly stiffer version of the Prismatic ski for skiers looking for a higher performance level, along with the versatility of the original.

Yellow Molnar. The classic all-round recreational ski with a gift for doing just what it should do for every kind of skier, no matter where he's skiing.

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CALIFORNIA Heavenly Valley, The

Outdoorsman (South Lake Tahoe). The Ski Shop (South Lake Tahoe); Mammoth Mountain, The Comice. Mammoth Mountain Ski Shop; Squew Valley, Village Sport (Tahoe City)

COLORADO

Aspen, Aspen Sports; Crested Butte, Klinkerhaus; Lionshead, Gorsuch Ltd.; Purgatory, Gardenswartz (Durango); Snowmass, Snowmass Sports; Steamboat Springs, Werner's Storm Hut; Telluride, Olympic Sports: Vail, Gorsuch Ltd.; Winter Perk, Gorsuch Ltd. at Mary Jane

CONNECTICUT

Canton, Sport House: Darlen, Darien Sport Shop; New Canaan, Ski & Sports Center; West Hartford, The Alpine Haus; Wethersfield, The Alpine Haus

GEORGIA

Athens, Bair's Inc.: Atlanta, Bair's Inc.

IDAHO

Sun Valley, Aspen Sports MAINE

Kingfield, Harvey Boynton

Ski Shop; Livermore Falla, The Ski Rack: Sugarloaf, Harvey Boynton Ski Shop MARYLAND

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inc.; East Brunswick,

Robertson's Ski & Sport: Wyckoff, Wild Ridge Sports NEW MEXICO

Taos, Sierra Sports

NORTH CAROLINA Charlotte, Ski Shack, Inc., Tennis & Ski Shop

NORTH DAKOTA Fargo, Bob Fritz Sporting

NEW YORK

Hemburg, Slippery Slats and all that; Hillsdale, Kenver Ltd.; Manhasset, Princeton Skate & Ski; Manhattan, Princeton Skate & Ski. Scandinavian Ski Shop; New Rochelle, Allen Sports Center; Rochester, Snow Country.

OHIO

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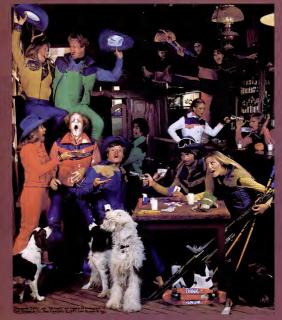
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LIFE WITH STEIN . . .

days they could see him any Sunday at high noon, when he did his famous flip. With the clan of a Flying Wallenda. Stein would give a pat to the iumphill, a wave to the crowd, then climb to the top, pause dramatically, and at length roar down the course. hit the jump, stretch into a Swan, turn over in mid-air, and land to thunderous applause. (Go ahead, titter, all you freestylers out there. Just keep in mind that Stein was the first, and back then, the only. What's more, he did it on skis a whole lot bigger than a breadbox.)

But what the hell. All Stein really needed to do was enter a room. He got exactly the same effect: eyes glazed. Tongues tied. Stomachs rum-bled. And when he swooped down a ski hill the "aaaaaaaaaaaaaahs"

rose like dawn over Mandalay In time I grew used to having Stein in our laps, girls at our windows, and celebrities all over the place. Understand, we were no Hilton West. What we offered was old-fashioned hospitality like mother used to make. Neither Iglook nor I played the zither or yodeled but we did acquire a modest reputation for open arms and a decent dry martini. We didn't give parties to flex our social musclesthey just seemed to happen—but after a while things started getting out of hand. Lodge owners all over Aspen were checking in guests and saying: "As soon as you're unpacked, go right on out to the Heatherbedthey're having a party.

It was thus, over the years, that we attracted crowds the size of Coxev's Army. And thus that I strolled into my own sauna to find Art Linkletter, Teddy Kennedy and Jane Powell draped in towels and steaming their pores (none of us had met before). . . or looked up from the canapes and into the eyes of Kim Novak, Hugh O'Brien, Lance Reventlow, Jill St.

John, and Lana Turner In the days of which I write, Aspen was cozier than a neighborhood coffee klatch. It was not, after all, easy to get to, and once here people clung together like so much creeping clematis. Flying Cessna 310's, the young and brazen Aspen Airways brought in maybe 20 passengers a day, and didn't count for much in the transportation stakes. Thus most skiers faced two deleterious choices in getting here: they could drive a car over the top of the Rockies, braving blizzard and blight. Or they could catch the grand old D.&R.G. Railroad to Glencontinued



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SKI/December 1977/139

LIFE WITH STEIN . . .

continued

wood Springs, arrive at midnight (all luggage lost), climb into rickey, freezing buses from 40-mile drews freezing buses from 40-mile drews level to the control of the con

frequently, all their luggage.
Which is how a whole lot of innocent, unwary flatlanders came to drive themselves in the dead of winter and the dark of night into the bowels of the

Colorado ski mountains.
When writer Leon Uris knocked at
our door one stormy December night
he was ashen-faced and trembling, his
voice reduced to a feeble croak. Lee
was an ex-Marine who'd spent the
war years crawling around a number
of Pacific atolls under fire, but he was

driven a 12,000-foot mountain pass in a blizzard. Our treatment was standard—we thrust a strong drink into his lifeless hands.

Lee lived to overcome acrophobia, become our good friend, and fall in love with Aspen. Eventually he mount of the control of t

model. Writers seemed to find us out. I, of course, was tickled. Alex Haley, in the days before Roots, created the Playboy Interview, and it was in the wake of an interviewe for that magazine that Alex came to The Heatherbed.

Twenty years ago Aspen was on its knees, begging skiers to somehow find their way to us. A lot of our friends fed themselves and their families on elk they'd shot, trout they'd caught, sardens they'd grown. Timmy Hayden, who taught for Stein with Iglook, ate trout sondwiches till I was sure he'd break out in speckles, and he and his wife Lynn slept with their feet on the family freezer-chest like it held the heirloom flatware. Given this state of bare survival, taking in a visiting ski team could be a hardship. Just

the same we all did it.

I myself felt that people, like dogs, should be fed once a day. And since I was busier than a mustard paddle of a weenie roast, my meals, like prenature bables, were often served up without any finishing touches. When from 10 to 20 what I did was either water the spaghetti or add beans to the chili.

I learned to make chili right and make it hot when the Chilean Olympic ski team, six-strong, moved in with us. The 1960 Olympics were due at Squaw Valley, but no one had notified the weatherman. So until snow fell out there we, along with other Aspenites, welcomed any Olympians

who wanted to train.

My only thoughts were of doing our
duty end possibly having someone
around for the children to practice
Spanish on. None of us had even
continued



TURN WITHOUT

By Weems Westfeldt, Instructor, Teos Ski Valley, N.M., member, 1976-77 U.S. Ski Demonstration Team

As a rule, intermedietes like to finish their turns on the outside ski and then rise up on the same ski to e traverse. The next turn then begins with a motion to unweight. This approach is edequete, especially for smooth slopes. However, there's another epproach thet provides a far smoother transition between two turns.

Insteed of weighting the downfill ski, papping pressure to the uphil ski as you finish a turn. Stepping on the uphil ski will cause your weight to transfer so early in the turn that your change of direction vall happen almost on its own. Simply rise up over the uphil ski and steer with your threes to turn. This will help quicken your trees to turn. This will help quicken your line and through bumps where a traverse between turns is not usually desirable.

Symbol of the quality gift.



LETTER FROM KILLINGTON

Ski the trees, a new angle in lifts

BY ABBY RAND

If you had skied Killington, Vt., every day that it operated last year (there is no evidence that anyone actually did), you could have chalked up 201 ski days in a season that began euphorically on October 27 and ended, a bit damply, on May 15. That is a record for Killington and it pro-

duced a record turnout. The cause for last year's euphoria was the introduction of snowmaking to the moderately steep terrain along the Glades triple chair. When the season began, it began. No skinny ribbon of white on Snowshed, no frustrating view of a glorious mountain, brown and bare. There were moments when the man-made carpet was less than perfect, but for the advanced skier there were times early in the year when the Glades-Cascades sector was, for all practical purposes, the only game in the state. There's no guarantee, as this is being written, that the area will celebrate another white Halloween. But we wouldn't bet against it.

What is for sure is the inauguration of the new triangular South Ridge chair—no, not triple, triangular, turning a corner on its swing upward over 900 vertical feet. The design is novel, but the real excitement is the prospect of 50 acres of gladed skiing.

Glades do exist in New England (Sugarbush, Stowe), but the art of disappearing into the powder left between widely spaced trees has been basically a western or European art. Now it can be practiced on the southeast side of Killington and Skye Peaks. No prior experience is neces-

sary. You might nevertheless want to psyche yourself up for the adventure with a cram course. Last month, James elsested describes what the like with a cram course with a condense of the like with a condense of the like with a condensed course called the Mountain Weekerd. Killington, in fact, has 23 different packages. You can enlist for lift tickets, lifts-placesons, or lifts-place-lessons, placesons, or lifts-place-lessons, placesons, or lifts-place-lessons, or lifts-place-lesson

For reasons the management cannot, or cares not, to explain, you can buy these for two, three, five,

six or seven days but not for four. Knowledgeable Vermonters attribute the absence of a four-day lift ticket to an ancient Indian rite in which virgins were tossed off the summit of Skye Peak every fourth day in order to scare away snowstorms. The practice has been discontinued, our Vermont sources say, but not because big snowstorms are now considered

qualified virgins" SKI was told. The school sessions for would-be instructors and patrollers are over,

"Terrible shortage" of

desirable.

26, the starting gun will go off at 1 p.m. every Saturday and Sunday. Wednesday races will run until April 12. Register at the Alpine Training Center.

One of the big preoccupations in this valley is what's going to happen down Route 100 at the resort's new property, Mount Snow. (Killington already owns Sunday River ski area in Maine.) It's too early to tell at this writing, but there have been some management changes. Mount Snow's new operating chief is Chris Dianova Chr



Diversity is the name of the game at Killington, with 60 trails over four mountains serviced by 13 lifts. This year, the new South Ridge chair opens 50 acres of glade skiling.

to enroll. Learn to Race Weekends are set for December 3 and 4, 10 and 11, and 17 and 18.

Tuition costs 538 and includes lift tickets as well as five hours of instruction. Videotaping can be arranged. Ski-clubbers and other hotshots are quick to compare this to the \$24 needed just for a Saturday-Sunday adult lift ticket.

Afraid to see yourself on videotape? Relax. Herb Hammett, master of the mountain's taping set-up, says 60 percent of his subjects discover they ski better than they thought they did. Taping is included in Mountain Week and Weekend deals, but anybody can star on Hammett's tap merely by paying for the privilege. One run before the camera cost \$4, a double feature of you costs \$7.

Maybe the taping session will boost your chances at NASTAR. This season Killington has scheduled 60 NASTAR events. From December 3 to March at Killington. Bruce McCoy, who used to be ski week coordinator at Killington, is now manager of skiing at Mount Snow.

There are, we know for certain, no plans to create a MacDonald-like chain, with names like Killington South and Olde Morth, Killington South and Olde Morth, Killington South and Olde Lington is still growing. Local realize Bob Mongomery expects his new, as-yet-unnamed motel to open near the Snowshed parking lot by January. That brings the total number of lodging establishments affiliated with the there will be 7,500 beds within 20 miles of the mountain.

To unravel the intricacies of the resort's many packages, write for a copy of "Killington Ski Scenes," the area's promotional magazine. The address: Killington Resort, Killington, Vt. 05751.

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LIFE WITH STEIN ...

heard of culture shock We felt our first tremor when the

Chileans came barreling down our driveway in a borrowed Jeep, gears screaming, doing 50 in low gear. When they alighted we found them Latin to the core. They also possessed the very peculiar Latin death wish: they drove cars with feckess abandon and no regard for vehicular law, skied with an unconstraint that sent hackers scrambling for the trees, kissed every woman in sight (even if she looked like a hamster and was pushing 70), woke guests singing loudly of heartbreak nights and joy-filled days. Their battle cry, I'll tell you right

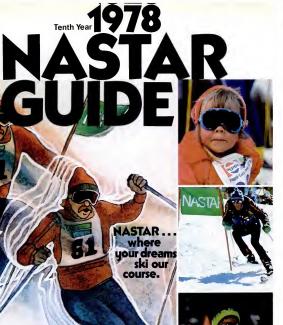
off, was later banned from the Olympic site. Imagine, if you will, a sound composed of equal parts Yma Sumac, Comanche war cry, and the screech of tearing metal, and you have it. The cry originated with the boy Indio, who was not your routine Portillo or Santiago Chilean. He sprang from somewhere high in the Andes, was pure, unadulterated Incan, and didn't even

speak Spanish.

Actually, Indio never spoke at all. He just looked alert, his button-black eyes moving from face to face and marking every exit. When Indio had needs the other boys divined them, probably through osmosis, and if he wished to vent a feeling or two, he simply broke into the high, mournful wail of the battle cry. Indio in full voice could single-throatedly set off an avalanche.

My mother arrived for her first visit from the East in time to hear The Cry issuing from 40 throats in the upstairs lounge-the guests had picked it up in sheer self-defense-and immediately took to her bed with a three-day sinking spell and without, as I sniffled to Iglook,"...even one glance at our

The Chileans plummeted up and down our driveway and all the ski runs, spilled hot wax the length and breadth of our dorms, used my steam iron to press their skis, leered shamefully at our pre-pubescent daughters, and triumphantly presented me with a housegift bouquet of live, unplucked chickens they'd wheedled out of a local rancher. The children, meanwhile, picked up a lot of Spanish, most of it unacceptable in polite homes, and followed the team everywhere. It was influences such as this which led to Dan, at the age of three, traveling the chairlift to 11,000 feet while his father and I rested secure in the thought that he was safely enrolled in kiddies' ski school down



With Gate Turning Tips by BOB BEATTIE

NASTAR Ski Area Directory

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The moming of each HEAD/NASTAR Challenge, the visiting pros will give a free hour long skiing clinic. Then, at the beginning of each afternoon race, they will personally run the NASTAR course, establishing par. Winners will be those who come closest to the pros' times in the men's and women's divisions of three age categories: 18 and under, 19-39, and 40 and over.

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onto the race course. Down the intermediate terrain you skid and carve around each giant slalom gate envisioning your ski idol doing the same. The finish line is in sight and you assume a tuck position, charging through the end to break the timing light beam and stop the clock Breathless, you wait for the

announcer to reveal your time

dream has become a reality.

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NASTAR Handicap

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trials with top World Pro Skiing racers, runs your course first to establish "par." The percent slower that you race that course determines whether you are awarded a gold, silver or bronze medal according to the following age-group handicap



NASTAR Handicans

	14AO IAIT Handicaps							
Age Group		G	old	Sil	ver	Bronze		
		M	F	M	F	M	F	
	6 and under	0-35	0-40	36-50	41-55	51-65	56-70	
	7-9	0-30	0-35	31-45	36-50	46-60	51-65	
	10-12	0-25	0-30	26-40	31-45	41-55	46-60	
ì	13-15	0-20	0-25	21-35	26-40	36-50	41-55	
	16-18	0-15	0-20	16-30	21-35	31-45	36-50	
	19-29	0-15	0-20	16-30	21-35	31-45	36-50	
	30-39	0-20	0-25	21-35	26-40	36-50	41-55	
	40-49	0-25	0-30	26-40	31-45	41-55	46-60	
	50-59	0-30	0-35	31-45	36-50	46-60	51-65	
	60 and over	0-35	0-40	36-50	41-55	51-65	56-70	



Schlitz NASTAR Finals

Eighty NASTAR competitors nationwide with the best average handicaps in their age categories—19-29, 30-39, 40-49, 50 and over—will be the guests of the Jos. Schlitz Brewing Company at Squaw Valley, California this spring to compete in the Schlitz/ NASTAR finals.

A finalist must have competed in three NASTAR races this season, prior to March 1. Ski area employees, professionals, classified and veteran racers, and ski industry reps are ineligible. Good news—former finalists are eligible when they change age groups.

Schlitz also sponsors the Ski Club Doubles Challenge and the Schlitz Locals Challenge. For more information on these programs contact NASTAR.



Pepsi-Cola Junior NASTAR

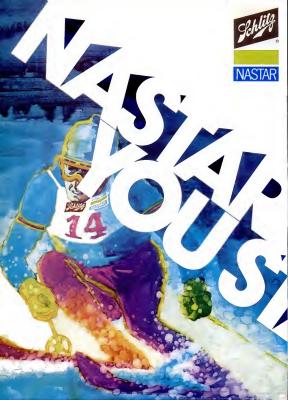
Pepsi-Cola/Junior NASTAR divides ski enthusiasts eighteen and under into five age groups to encourage the younger set to become involved in running gates while providing the opportunity to win a medal.

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Give it a whirl, and you might be one of the 80 skiers from around the country who will be invited to Squaw Valley as guests of Schlitz for the 10th Annual Finals on March 30-April 1, 1978.

Two men and two women in adult age groups (19-29, 30-39, 40-49, and 50 and over) with the lowest handicaps in each of the five NASTAR geographic regions will be selected to compete in the Schlitz championships.

To be eligible, you must enter at least three NASTAR giant slalom races before March 8 at one or more of 80 plus NASTAR ski areas across the nation. It's as simple as that. Selections are made by the NASTAR computer, and winners will be notified by phone. (Sorry, classified racers, including veteran class, ski industry representatives and ski area employees are not eligible. Former NASTAR finalists are eligible in a new age category.)

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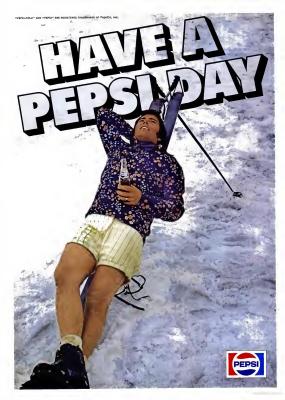
Co-sponsored by Dannon Yogurt, the events will be open to anyone, with sex and age determining the category in which one competes.

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NASTAR Ski Area Directory

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Take moyuli con en espocially skeep slope, for instance. Use you set a plumb in scenitrat han angle diagness of the horizontally of the part of the trail you find steepest, most bothersome. Invariably, you'll mink 80° himm in acusalty, it's most lead the trail was the journal power. In the contract of the property of the part of the force of deeper of directly. Primary our going to sall this slope, locate jour fast turn. Soot your second. ... hint. ... ourne. Connectinate locate or part fast turn. Soot your second. ... hint. ... ourne. Connectinate focus on cutal defents, the smarker the better, callin your mind and ... begin your run-without thought, without healtation. ... you know this slope intimately your run's sure to be a breakthrough.

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LIFE WITH STEIN . . .

continued

below.

The Chilean National Team may not have won any medals at Squaw Valley, but they sure left a lasting

impression in Aspen.
It was our friend and neighbor
Andy Mead Lawrence who made the
impression at Squaw; she was the first
pregnant Olympic torch-bearer,
theartily envied Andy, who gained
three pounds per child, skied with
undiminished zest, and gave birth at
some convenient hour like right after

lunch or in plenty of time for dinner. Over the years Iglook and I housed, fed, and befriended Aussies, Canadians, Argentinians, Kiwis, Japanese, a few Czechs, half of Mexico, three Iranians and a Pole. And then,

of course, there were the Vikings.

I know this stretches credulity, but
a few years back there were not hundreds of fast-sking American kids
vying in instructor clinics for a chance
to teach. In fact, Stein, in desperation,
had to import instructors. It was thus
that the newest wave of Norsmen—
farmboys and sailors from Norway,
Danish evmanss. Icelandic sheen-

herders—hit Aspen. To our children the names of these skiing wonders— Ulfar, Magne, Steinthor, Finn-Eddy, Peder, Svein, Amé—were at first uniformly unintelligible, so they simply lumped them all together as "the Vikings."

When Arnë Martinsson and Magne Nostdahl climbed off the boat and appeared at our door they were young. eager, apple-cheeked, and in for the shock of their lives. They'd expected gold and all they found was the same old snow. As an added blow, they discovered if they didn't teach they wouldn't eat. There were few guaranteed ski school salaries in those days, and an instructor really had to hustle. Hustling in Norwegian is as futile as pimping in the Gobi Desert, and until the Norwegians could learn English they lived on cafeteria leftovers, our largesse and the Red Onion "Special." The Special cost \$1.50 and fortunately fed a lumberjack, so Magne and Arne ordered one per sitting, alternating meat and salad one night, bread and vegetables the next.

After a few months Magne, who was fortunately dark-complected, got a night job as a Chinese waiter at Trader Ed's Restaurant. Ed himself

was fighting off foreclosure at the time and operating his entire establishment on an extension cord plugged into an absentee owner's upstairs apartment. The place was consequently dark as a tomb (and almost as empty) and unsuspecting tourists. who couldn't be expected to detect the difference between a Mandarin and a Bergen accent, never even noticed Magne's suspiciously Occidental bone structure. This unfortunate confusion spilled over into the kitchen. So it was weeks before Magne discovered the Japanese cook's asshole" was not a term of endearment, and the diners were treated to a spirited meat-cleaver chase among the tables and tiki torches.

Our children never picked up much Norwegian (nobody picks up Norwegian but other Norwegians) but they did spend some of their formative years trying to teach Magne and Arné English.

"Listen, Arney, you're not supposed to say 'a lot of nail'—it's 'nails,' plural!"

"Gosh, Magne, why do you have to be such a spazz about an old 'J'? It's not pee-yam-muhs, it's pah-JAMmahs!" Iglook insists all their efforts were in vain, because Arnë can't

speak English to this day.

The Vikings married local girls, became critizens, successful businessbecame critizens, successful businessten the properties of the propertie

across town, and into a telephone pole
... and soothed the hysterical
members of a beginners' ski class
which Magne, still roaring drunk, had
ushered to the edge of a precipice and

ordered, "Come now, we YUMP!" Any hotel owner meets enough fascinating people to fill a book. Conrad Hilton managed three, between wives. I guess the ones I remember best are all the children. Word spread that we had this enormous family and would scarcely notice one more. On this mistaken theory parents sent us offspring by the the score --- ostensibly to learn to ski, in reality to get them out of the house. The kids mitered sheets, mucked out toilets, mastered skiing, hocked my silver. We helped rear a future race-car driver, a Texas department-store heir, an F. Scott Fitzgerald grandchild, seven school dropouts,



SHOW OFF YOUR SKIS ON HARDPACK

By Chris Ryman, Instructor and racing coach, Snowbird, Utah; membar, 1977-78 U.S. Ski Demonstration Taam

When snow cover has lost its powdery surface and becomes hardpacked and loy, it's time to get on your sikis' edges to gain more control. If you usually turn on flat siks, just tipping your siks up on edge may require some practica.

If your skis have a bright-colored base or a logo that shows through a clear base, think about trying to expose these base cosmatics by tipping the lower edges up off the snow. Make turns of various speeds and try to show as much of the bases as possible. Experiment to see just how much edge you need to control

your skis properly.

At high speeds you'll find you can expose more base. With practice you'll find your growing awareness of this tipping motion will help you gain more edging and better control, even when you travel



two runaways, a Navy orphan and an Army brat. By the time we were finished I had 23 children and a pale expression.

Our own children grew up thinking they were part of an institution and that ski mountains of Aspen were their personal property. Sking became an integral part of their lives and eventually a ticket to every continent in the world. It was, we thought, the very best experience a child could have.

We were one of the last of the precondominium, old-time ski lodges. We dispensed bandaids, Alka-Selt-

URIS ON STERLING

Novelist Leon Uris, author of 'Heatherbedlam'' (February 1965 SKI), described what life was like at Aspen's Heatherbed Lodge in He 1960's. An L.A. expatriate, it was Uris' first home in Aspen, and his article began with remembrances of Martie Sterling, the author of this article, and her husband Iglook:

"Martha Jane Sterling, mother of six and co-mortgagee of the Heatherbed, sat at the kitchen table, clamped a cigar in her teeth determinedly and pondered chestily over the copy for a new brochure. The trouble,' she said, 'is to try to describe the Heatherbed in 50 words.'

"'Just call it the New York Met of ski lodges,' chortled her spouse, Poor Ken (Iglook) Sterling.

"I made an appearance desperately seeking coffee and sympathy. It was the morning after an Aspen after-dark tour. I ended up in a loserpay-all chug-a-lug contest at the Galena Street East having learned that aging ex-Marines should not contest the beer drinking capacity of wise-guy college kids and hope to win.

to win.
"I managed a roquefort smile.
"Poor Ken, noting my magenta

"Poor Ken, noting my magenta shading, greeted me with a customary reverence for literary eminence. 'Hey Uris, your face looks like 20 miles of dirt road. How about having a greasy pork chop for breakfast?"

zer, advice to the lovelorn, introductions to the lonely, 12,873 free meals and 60-odd tank cars of gluehwein. We never made much money, but we gave our skiers everything we had—and got back more in return.

An era is gone. So are many of our wonderful skiers. I sometimes feel sad, sometimes sorry, but most of the time, I must admit, I just feel 20 years younger.



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SKI/December 1977/163

DENVER DOES IT DEEP

continued from page 111

"I'm back to myself again," he said one evening over dinner. "I was on the edge for a while-got real hectic, a little crazy. But I'm getting together again, and I feel

He gives you the feeling the songs he writes of the mountains and wilderness have been based on real experiences. He began on the lyrics to a new skiing song during the week we spent together, and although he was having some trouble with the tempo, he felt the song was working. He wanted it to flow with the moun-

tain, the way a good skier does. "I have a real desire to share with people my feelings about this kind of experience. What I do is write songs and sing for people. I think that what I do best is communicate with them. I say some things that they feeland know that if they could have put it down on paper first they would

"Songs come whenever they come. You're sitting someplaceyou start thinking about something. Generally, with me, the songs come as a thought about something I have experienced. It's like one morning out at Snowmass. I was first on the chair on one of those days when the snow crystals were sparkling, not a cloud in the clear blue sky, and I was thinking about a snow-crystal morning, someplace close to Heaven, I've had that thought since last winter and

want it to be part of my ski song.

but I haven't found a place for it yet. "I wrote Annie's Song on the mountain while skiing one day by myself. I had just finished a difficult run and was riding up the chair. It was real quiet-my body was tired from cranking out all those turns from the top and I was sitting there really resting and feeling my body. All of a sudden I started hearing sounds, people laughing and having fun, and seeing the bluest sky ever, and people in colored outfits skiing over the snow, and seeing the trees covered with snow and the smells and all the things going on. It starts your mind

working. "That's what skiing is. It fills all

of your senses-it fills everything. I approached my meeting with Denver with some apprehension. I doubted anyone could be that dedicated to the wilderness, that anyone could write and sing songs with such feeling and commitment. But he brings a temperament to his beliefs that few skiers or preservationists

have. "I testified before Congress last week about the Wilderness Act," he said. "What I did was talk about why we needed wilderness, recreation, and a place to go where life hasn't been swallowed up by machinerybut most importantly why we need a place to go to get our bearings again so we don't get blinded by our success or failures and lose sight of life around us. The wilderness tends to balance that. We find it in the forests, the desert, the mountains, the sea, the Earth. It's everything that allows us to discover who we are.

There was, of course, the matter of the helicopter that took us to the skiing. How did John feel about the intrusion of a helicopter?

"You know. I haven't noticed that we have caused any damage with the helicopter," he said. "I would object to the noise if I was down there walking around, but these mountains are right for this kind of skiing. Man

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ought to be able to appreciate these bowls and glaciers. The easiest and least intrusive way to do it is the way we did it, with the helicopter.

DENVER DOES IT DEEP

'As we advance technologically we are creating the opportunities for people who would not otherwise get out of the city. We all enjoy the wilderness in different ways, and as long as we handle it responsibly. I think it's good to make use of our advances."

John thought for a moment about why he came to the Monashees that week-for relaxation mainly-and came up with an interesting analogy between himself and Mike Wiegele,

our guide.
"Most of my life is centered around my career and the work I do -a television show, an album, a concert. I'm responsible and I'm willing to take that responsibility. I feel very fortunate to have the best people in the business to work with. How far out it is to get to a point in life where you get to do things you like to do most, and to be able to do it with people who are also doing what they do best.

"That's exactly what Mike is doing up here. This is his show, and he runs it well. It's a great show, and we are just a part of it. For me, that is the vacation-being a small part of Mike's production and loving it. I can really relax.

"For me." said John, "a big part of skiing is just being up on the side of a mountain, any mountain, and looking around. Feel the mountainhave an individual run. I think that's great. Dancing with the mountainthat's what it comes down to every

I watched John's confidence build every day we skied. The first four days it snowed constantly, yet our pilot. Ed Knight, managed to get us to the best skiing in the Monashees no matter what the conditions. We were flying in a 10-passenger Bell 204 and would watch the helicopter as Knight would leave us at the sumit, run after run, and dive down through the snow to disappear into the storm and wait for us on the frozen lake below. "It amazes me!" John would say

again and again as the days progressed. Tom Crum finally had to give up counting how many times he said "It amazes me" that week. We all fell a lot early in the week.

On the fifth day the sun came out and we flew higher to the glaciers near the Thunder River in the Cariboos. Floating through miles of powder, everything finally seemed to come together. During one brief period when clouds obscured the summit we returned to a tree run lower down the valley, a run that had given John considerable trouble earlier in the week. This time, he skied it non-

Do you realize I just skied that entire run without even falling once?" he yelled at the bottom, "and I wasn't

even trying!

John and I talked over breakfast one morning about skiing ability. We agreed that confidence and ability go hand in hand. The problem most people have with their skiing, he said. is that they are too worried about how they appear to others. "They don't stop to realize that the other guy is just as concerned about himself and could care less what you look like.

"There's so much in society saying this is what you have to do to be successful, this is what you have to wear, or this is what you have

to have to look good

"One of the values of being in the mountains is that we get away from all of this. In the city we are surrounded by this, but in the mountains you are surrounded only by yourself and you soon find out who you are. You find out what in life pleases and displeases you. Learning about that-becoming aware of that -all of a sudden you start having a sense of yourself. You know what it is to take care of yourself."

John takes care of himself by writing and singing

'It took me two and a half years of college to realize what I really liked to do was sing-and not only did I like to do it, but I was good at it. People would always gather around when I started to sing and play, and they would really enjoy it. Within a month after I quit college I was singing and making a living by doing that.

We ended the week the way it had begun-in a snow storm driving from the lodge to the airport in Kamloops. Everyone was comparing their expectations on the way in to their experiences on the way out... It had been a great week.

The storm passed before we reached Kamloops. Along the way we saw a bald eagle gliding over the fields along the Fraser river. It reminded us of our last run on the fifth day when at sunset we watched two eagles soaring over the cliffs above Sundown Bowl

No one spoke. No one felt they had to. John had said it before in a hundred sones.

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It's almost like our name is a challenge. It invites you to take a good, close look at our boots and how they are made. And the invitation is sincere, because the better you get to know Tecnica, the clearer you will see that there really is more than fame in our name!

The Technical in Tecnica

Everyone sids better when they have a good feeling for what their sidst are cloing on the snow. To feel how sensitive the new Technica are, take the Tec-Nicel test. Place a nickel (or even a dime) on a hard, flat surface and step on It with your Technica. The sole is so thin, and puts you so close to your sids that you can virtually feel the shape of the color underfoot.

It's a case of less boot being more boot. We've taken the thickness out of the sole, trimmed the fat off the instep to give it a sleeker, lower profile, and reduced the overall weight by about 20%. With less mass, the boot flexes freely without bottoming out, providing a 'Flexible Ankle Effect', new with this vear's Tecriticas.

The result is a lighter, more responsive boot that lets you feel every move your skis make, without losing the support and strength that a technically advanced boot like Tecnica always assures.



A subsidiary of Dartmouth Outdoor Sports, Inc., Hanover, N.H. 03755, and Sparks, Nevada 89431.

fame in our name.



The Technique in Tecnica

It's fascinating how skiing techniques have changed over the years, and how the key to better form and control has been moving steadily downward from the shoulders since the forties. In the nineteen-fifties it was hip angulation that led to better technique. In the sixties, knee rotation got everyone's attention, and today, ankle flexibility is emerging as the critical element in becoming a better skier. To keep pace with this new development in teaching and

skiing style, we have created the 'Flexible Ankle Effect'. It is designed to make the boot work with the natural movements of your foot and lower leg instead of against them.

The 'Flexible Ankle Effect' lets the boot flex freely and evenly from the ankle and still hug close to your leg for precise edge control. You apply forward pressure onto your skis and still maintain good lateral support. It's a breakthrough in technique, and it's coming first from Tecnica.

The Technology in Tecnica

To us, technology means fitting the form to the function, putting the round pegs in the round holes. We've redesigned the upper collar to be thinner and more flexible, and added an outer tongue to the shell to ease the pressure on sensitive shins.

The collar now is a single thickness so there is no more stiff, bulky overlapping. The outer tongue fills the gap where the two collar halves meet, and since it is part of the lower shell, it transmits the forward-leaning forces from your ankles and legs to your skis better than the floating tongue concept.

We've also improved the overall comfort and fit by changing the midsole from a flat, formless plate, to an anatomical footbed, contour-shaped to your foot for added comfort and warmth.

If it's a question of technology, the answer is from Tecnica.





The Technicians In Tecnica

How can you train ten different people to all consistently enforce the same exacting quality control standards time after time, week after week? The truth is you can't. The OC standard will float. What one man lets pass, another might reject. So at Tecnica, we've solved the problem another way

We have established and maintained an absolute level of quality control by entrusting only one person with the authority to pass or reject a boot at final inspection. As long as his standards remain high, the quality control remains high, and only first quality boots get shipped. It's an awesome responsibility, but one that Dino Zanatta has

taken great pride in for the eight years he's been on the job. And that in itself is a reason for believing in our consistent high quality. Because if Dino had slipped up, he wouldn't have those eight glorious years



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Owned by a European craftsman who's fanatical on ski design, the Atomic Trademark is being seen increasingly on alpine slopes the world over. With World Cup winners. local pros, and weekend snow lovers the mood is the same—for the Atomic design, Atomic SKI—PASKINATIONI

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TIM GALLWEY, BOB KRIEGEL AND SKI MAGAZINE INVITE YOU TO SKI OUT OF YOUR MIND.

This is your chance to experience Inner Skiing—the approach that is challenging the ski world's concepts about learning and improvement. This approach, based on the proven success of Tim Callway's INNER TENNIS, leads the skier into an experience beyond the fears and frustrations that often hinder both the quality and enjoyment of skiing.

"INNER SKIING WORKS! I EXPERIENCED A SPELLBINDING BREAKTHROUGH IN MY SKIING AS WELL AS HOW TO HANDLE MY FEAR AND CONCENTRATION."

So says Suzy Chaffee, former Olympian and three time World Freestyle Champion. Its typical of the enthusiastic reaction that we've been getting from all levels of skiers who've experienced the Inner Skiing approach.

Now for the first time, from coast to coast, you can receive Inner Sking instructions from the only instructions who are authorized to teach it. Many of these instructors are ski school directors and supervisors. All have years of teaching experience on the slopes and have undergone extensive Inner Sking pros, who we re flying in from allower the country, but ST im Gallwey and Bob

All Inner Skiing Weeks cost \$260,00, begin

and run for five days. Enrollment limited

with an informal get-together Sunday Evenings.



Kriegel, authors of the best selling book INNER SKIING, will be on hand at each ski week

NOT ALL THE OBSTACLES TO BETTER SKIING ARE ON THE SLOPES

You'll discover how many of those repeated mistakes. But runs and seemingly never ending plateaus in improvement often have more to do with your state of mind than lack of ability. Usually they're caused by mental obstacles. On the control of the

ance and control. Mastering these obstacles can help to improve the quality of your life as well as your skiing.

"INNER SKIING SETS SKIING AHEAD TEN YEARS"

says Mort Lund, technical advisor and writer for Ski magazine. Before and after each day's skiing there'll be Inner Skiing sessions by Tim or Bob, the guys who wrote the book. In the evenings there'll be optional seminars ranging from Inner Game concepts applied to everyday life, to equipment information and maintenance.

Bach day on the slopes, in small groups, our instructors will teach you Inner Skiing skills like relaxed concentration and non-judgemental body and slope awareness to help you break old habits and ski better than you probably ever thought gos-



Please reserve spaces for the Inner Ski Week

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so write now to: I want to stay with the group so please send lodging information. I will arrange my own lodging.	weeks prior	to the date of the s nd me more info	ki week.) S	
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continued from page 90

International Ski Film Festival. Fine cinematography taken in the Canadian Rockies. Sponsored by Salomon/North America, produced by Jalbert Productions. Contact: Jalbert Productions, Inc., 60 E. 42 St., Suite 4517. New York, N.Y. 10017.

TECHNIQUE

NASTAR: Go for Gold (13 min.): An instructional film for the weekend gate films of the weekend gate films of the state of

Method to the Madness (15 min.): For a change, the film stars ski slowly. Officially sanctioned by the Eastern Professional Ski Instructors Asso-

skier, you can learn a lot without formal

instruction. The knowledge of the better

skier can be transmitted to you without

· Make sure your leeder is aware you are

· Stay as close behind as you dere, so

that the time lepse between seeing and

following the turns in front of you is as short as possible.

· Focus on your leader's boots and legs.

Try to repeat the same lower body move-

Perhaps you won't feel that you are ski-

ing particularly well when you ere following.

However, the experience you gain by

following the better skier will allow you to

verbal communication.

When you do ski behind an edvanced skier, remember the following:

following

ciation, the film traces basic maneuvers from straight running to bump sking via the American Teaching Method. Script by Stu Campbell, SkI technical editor, and Dennis Brobst. Rental \$25. Contact: Tom Rainone, Producer, 70 E. 10 St., New York, N.Y. 10032

Learning to Ski the Fun Way.—The American Ski Teaching Method (14 min.) Watch he progress of a ski class, followed from the beginner to class, followed from the beginner to the American Ski Teaching Method (ATM). The emphasis is on skill development, explored in a technically uncomplicated way. Purchase only, \$175. Produced by Take One Productions. Contact: Professional Ski Incontact: Professional Ski In-Denver, Colo. 80202.

Ski Like a Champion (23 min.): Olympic-medal winner Rosi Mittermaier and pro freestyler Mark Stiegemeier instruct and ski with two up-and-coming junior competitors in a unique demonstration of racing and freestyle techniques. Produced by Warren Miller, sponsored by Raichle-Molitor. Conact: Raichle Molitor, USA, 200 Sow Mill River Rd., Hawthorne. N.Y. 10532.

Stiegler: Style of a Champion (14 min.): Gold-medal Olympian and coach Pepi Stiegler shows his sking style and life style in Jackson Hole. Wyo. The film features a technical analysis of racing technique, how young and old can improve their skilling skillis and enjoyment using the NASTAR course as their training skills and enjoyment using the NASTAR course as their training. Produced by Journal Films. Journal of the NASTAR COURSE AND ADMINISTRATION OF THE STATE OF THE S

CROSS-COUNTRY

Hope I Cet a Purple Ribbon (16 min.): The super of the Bill increase the property of the Bill increase the property of the Bill increase the property of the Bill increase and the second and necessarian for youngsters. Fun is the keynote of the league and of this delightful new film (a fourth-place winner at the 1977 International Ski Film Festival). Produced by Vernous Studios. Connect: The Travelers of the Property of the Pro

The Cross-Country Experience (14 min.); Even the most reluctant viewer will want to try cross-country after viewing this film (a thirdplace winner at this year's International Ski Film Festival). It combines a rare in-depth look at '76 Olympic silver-medalist Bill Koch with some fine sequences of cross-country skiing. Every take-from Koch training on his home track in Vermont, working with a group of children, discuss-ing his philosophy of ski racing with junior racers in Colorado—is vibrant and reflective of the excitement of cross-country. Co-sponsored by Rossignol Ski Co. and Eastman Kodak, Contact: Oak Creek Films, 1430 Larimer Square, Denver, Colo. 80202.

Free and Easy (16 min.): Olympians Martha Rockwell and Ned Gillette demonstrate technique and training methods for recreational cross-country skiing and racing in this newly released instructional film. Includes scenes from the 1977 Birkebeiner race at Telemark, Wis. Produced by Edwards Films. Rental is \$25 from Karol Media, E. 36A Midland Ave., Paramus, N.J. 07652. Purchase price \$225, from Sterling Educational Films, 241 E. 34th St., New York, N.Y. 10016. Canada: International Tele-Film Enterprises, 47 Denselv Ave., Toronto M6M 5A8.



improve on your own.



Freestyle: Pros Bobble, Amateurs Bubble

BY DOUG PFEIFFER

Chalk up steady growth for amateur freestyle. Mark down a demerit and a question mark for the pros.

The United States Ski Association—a group at which we probably too often throw stones—deserves kudos instead for its steady progress in nurturing freestyle.

The professionals, at least at presstime, had stumbled, hopefully to recover by the start of the New Year. The path to glory for the pros in recent years has been painfully studded with legal suits, injunctions, injuries and insurance problems.

insurance prootens. Early last summer, the only surviving active organization of touring pross, the Professional Freestyle Competitors Association, contracted with the New York-based firm of Capital Sports Inc. to market and produce their events. In October, CSI announced "that it was discontinuing its marketing efforts on behalf of professional freestyle for this season." Reason for the unexpected

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UR TRAVEL AGENT OR CONTACT

decision: ABC-TV, which had previously negotiated to broadcast cerrain PFCA-CS1 competitions, had decided to defer to "programming preferences other than freestyle." Ouch!—for the pros, again.

TEAM FREESTYLE AHEAD?

Charlie Pond, a lounder of the newly formed United Stutes Freestyle Federation, announced from the base in Salt Lake City, announced from the base in Salt Lake City, and the City of the

CSI's announcement was obviously a hard one to make, and a hard one to take for the pros, especially since both organizations had just consummated long and difficult negotiations to secure adequate insurance for themselves, their sponsors and the hosting ski areas.

Heavy insurance is needed for the aerial acrobatic segment of professional freestyle because of the high risk involved in inverted aerials. Several competitors have already become pumplegics as a result of spinal injuries incurred during falls while attempting complicated variations of multiple somersaults.

No unusual insurance is needed for amateur freestyle competitions, however, because the USSA and its divisions do not allow inverted aerial maneuvers. And for that reason, a number of ski areas welcome and encourage participation in amateur free-

The USSA has a very active committee on freestyle. It's chairman is Jim Reid of Murfreesboro, Tenn. When asked what progress was being made across the country, here's what Reid reported:

 Last March, 148 contestants graduated through the eliminations of local and regional championships to make it to Mount Telemark, Wis., for the National Championships.

 Last year, almost 1,500 USSA members were card-carrying freestyle competitors. This year, the number is expected to increase to 2,000.

 This year, the International Ski Federation agreed in principle to supervise international amateur freestyle development.

 Assuming a good snow year, several USSA divisions will expand their competitions calendar. The Eastern division expects to sanction at least 80 events; the Rocky Mountain Division, about 15; the same number are expected to be sanctioned in the Central, Intermountain, and Pacific Northwest Divisions; the Far West expects to sanction at least five.

 A new rule book is now available from the USSA, 1726 Champa Street, Denver, Colo. 80202, or from any of its divisional offices.

• The fourth National Freestyle Championships will be held at Copper Mountain, Colo., on April 5-7. Plans call for including a Canadian team to attend in 1979, with two "home and away" events in Canada and the U.S. in 1980.

All in all, freestyle, far from what has been said by its doomsayers, is far from dead. It's really quite healthy —just a little less flamboyant.







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tudies show that up to 30% of all sking injuries are caused by skis windmilling at the end of a leash. Injuries that could be avoided by

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With a ski brake, you and your skis separate completely when you come out of your bindings. This removes a major element of danger from your skiing, as there's nothing attached to you that can cause lacerations, sprains, or even worse injuries. The spring-loaded prongs of the brake dig into the snow as soon as you release, stopping your skis before you can stop.

WON'T THE BRAKE GET IN THE WAY AND CUT DOWN ON PERFORMANCE?

No, the brakes don't affect performance. They're tucked away under the boot and above the top of the skis, so they won't interfere with edging or hinder the release of your bindings.

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If so, just visit your Salomon Certified Dealer. He knows all about brakes – even other brands – and can answer all your questions. He can demonstrate exactly how Salomon brakes work.

THE POINT IS THIS: WE WANT YOU ON BRAKES.

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Vermont's major ski centers can give you up-tothe-minute facts and details to plan your Vermont winter vacation. Call any of those listed below or mail the coupon for your free 1978 Vermont Ski Guide. For more detailed information directly from the ski resorts, check off those you'd like to hear from.



D Botton Valley: 434-2131 Bromley 824-5522 Burke Mtn. 626-3006 Glen Ellen 469-3301 Hypstack 464-5321 Lay Peak: 968-2611 Killington 422-3333 Mad Flever 486-3568 Madigle Mtn. 824-5568 Middlebury. 388-4588	Please send your free 1978 Vermont Ski Guide with latest information and listings on your downhill and ski louring centers. Ski Vermont, VSA-2 Montpeller, VT 05602
☐ Mt. Ascutney: 484-7711 ☐ Mount Snow: 464-3331 ☐ Okemo Mtn: 228-4041 ☐ Woodstock Tom & Six: 457-1329	Name (Please Print)
☐ Pico Peak: 775-4345 ☐ "Smugglers Notch: 644-8851 ☐ "Stowe: 253-7321 ☐ "Stratton: 297-2200 ☐ Sugarbush: 583-2381 24-Hr. Ski Report: 229-0531	. Zip

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SKI FILM FESTIVAL

continued from page 89

ing music and the contagious good spirits of the family.

The Festival's special prize winner is a film you are more likely to see at a movie theater than ski club affair. "The Great Ecstasy of the Sculptor Steiner" was originally created for German TV by Werner

HUGH KILLEBREW HONORED The late Hugh Killebrew, Jr., was named recipient of the first Samsonite Ski Pioneer Award, presented during the fourth International Ski Film Festival

Killebrew, president of Heavenly Valley. Calif., was killed earlier this season in an air crash that also took the lives of his ski school director, Paul Pfosi, and two other employees. The award was created as a special tribute to Killebrew.

Samsonite presented the award as a npanion to its annual International Skier of the Year Award, presented at each Festival to an individual outside the ski industry who has helped to promote the sport. ABC's Roone Arledge was named 1977's Skier of the Year.

Herzog, the director whose features have been hailed as classics. Herzog was a ski jumper in his teens and he chose to film an essay about his idol, Swiss ski-flyer Walter Steiner.

The scenario tackles the oldest cliche in sports: the loneliness of the long-distance jumper. Yet Herzog replows this ground with stunning intensity

The 1977 Ski Film Festival demonstrated several trends:

· There was less freestyle (only one entry made more than incidental use of the sport) but as much cross-

country as in previous years · Narrators still tend to be uninformative, distracting. Humor is scarce. · For all the new professionalism in camera work, editing often seems

self-indulgent, hanging on to scenes long after we've gotten the message. · Equipment films now nobly refrain from plugs. In fact, you often have to strain to see the sponsor's trademark.

· Resort films sell hard, but neglect to dramatize specific appeals. Every resort has its own personality. It rarely emerges in its film.

 The ski film has developed its own sackful of cliches; some inevitable as gratuities for assistance rendered. Still, it would be nice if next year's films forget the landing airplane, the sizzling steak heralded by the pouring of red wine, the disco scene, the boot slamming into binding and the ascending chairlift.

The ski movie has just come of age. Is it already getting old?



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FRANCONIA

continued from page 108

Taft. For a time in the 1930's and 1940's, Franconia probably had more clean, white little inns per capita than anywhere in skidom. Exactly how many depends on the teller of the tale and on how liberal his criteria, because while several were first-class hostelries by any standards, Peckett's and Lovett's and The Homestead and others were-well. here's how Sel Hannah describes it:

"When I first skied there, we used to stay at a farmhouse, sleeping upstairs in sleeping bags or bunks, and we used to go in and scrape the hoarfrost off the walls. It was great. You'd come down and there would be ol' Smitty with a glass of whisky in his hand and his wife would be working her heart out at this great big table with all kinds of food and everybody, just like a great big family, put up with all kinds of hardships.

"When we started our own place, we had no central heat but we had a little coal stove in the cellar that heated the hot water so we had plenty of that. We had one bathroom, one bedroom with twin beds, and everything else was bunks. We'd have eight or 10 double bunks in a room with skiers packed in like sardines. We also had a great big table and of course we had the farm, so we had all the cream and milk and all the produce they could eat. We used to charge \$3.50 a day and that included sandwiches they took up to the moun-

Mostly, the skiers were hauled into Françonia in anything from station wagons to horse-drawn sleighs from the ski-train depot in Littleton. Esse Serafini, current owner of The Homestead, remembers the scene from her childhood:

"You see, the Notch wasn't open in the winter in the 20's. We had to put the car up on blocks and take the tires off and the battery out and kiss our cars goodbye until spring. But we had a stable of six to eight horses. and we'd hitch them up and pick up the skiers coming up from Boston on the trains. The ride into Littleton was 10 to 12 miles, and it took us about two hours to go over, but then we got faster horses.

"My oh my," she added, "everyone sure had a lot of fun in those days." Hans Thorner, currently owner of

Vermont's Magic Mountain and a ski instructor and innkeeper in Franconia from 1939 to 1948 (as well as a well-known competitor on the Taft

trail), remembered another hallmark of the era: "We had a regular clientele, and then we got their friends and it all grew into a sort of clublike proposition. They were very nice people-doctors and lawyers, a good class of people from New York and Boston. But it was quite an expedition for people to ski in those days. The train into Littleton was a milktrain, and those who came back were very dedicated skiers. They weren't young people, they were families with the husband in his late 30's, maybe in his late 40's, but they came back and tried hard and mostly they got pretty good.

Shortly after the war, though, it all ended; the regulars stopped coming to Franconia and went elsewhere. and one by one the inns closed. The Homestead and Lovett's remained but Thorner left to make ski movies and Hannah moved into the ski-area design business. And sadly, even the fabled Peckett's on Sugar Hill, where the whole sport of American skiing as we now know it first began, had already faded into history. But why did all this happen there,

of all places?

Based on its heritage, Franconia at first seems such an unlikely place for Alpine skiing to have been launched. Not that the mountains concede anything; those hovering, powerful, jagged hunks of granite called the White Mountains might not be the Rockies but they sure whomp the tar out of anything east of Denver. But cold, gray and brooding, they earlier had spawned Hawthorne and The Scarlet Letter and in fact. the Great Stone Face-the Old Man of the Mountain rock outcropping in Franconia Notch-still towers in such omnipresent judgment that Esse Serafini remains bothered by the unmarried couples who register jointly during the ski season. Not enough to toss them out, you understandthere's too much of the Yankee merchant in her for that. In fact, there's seven generations' worth just in Franconia and, besides, Esse is collegeeducated and a retired teacher, and she knows "where it's at." She also knows Hawthorne is dead and buried. Still. "My maid was scandalized when she saw they had both slept in the same single bed"'-but that look flashes for a moment and you know her forebearers would not have dismissed it at all. And you suspect that deep down she really doesn't dismiss it either. "I still insist," she says firmly, "on jackets in the dining

Franconia's early settlers, circa 1700, would not have approved of skiing period, much less all that frivolity and you-know-what. They were a grim and rigid people, those Puritans, and when you look at the land with a clinical eye you know why. They were farmers, mostly, but the land was vastly unsuited for such pursuits and they had to hack out a mean and precarious existence, clearing tilted meadows from thickly wooded slopes and trying to survive the frigid, snowy winters. A fewlike Sel Hannah two centuries laterfound good and lush and fertile bottom land and prospered, but mostly they needed a rigid self-discipline to

keep from quitting. But even before the turn of the century the Summer People had come. Big hotels grew as the crops never did and ran all the way from the Mount Washington Valley in North Conway on the east through the pass into Bethlehem and down into Franconia. It was an uneasy accommodation at first, but by the 1920's the truce had become a peace and the tourist was finally accepted. And no one reached for branding iron and stake when, in 1929, Katherine Peckett imported an Austrian ski instructor named Sig Buchmayr to win-

Esse Serafini remembers the time: "Father Peckett-I always called him that-Father Peckett decided to open for the winter, and Katherine was in New York at the time. He decided to send her to Europe, and I once asked him how come he did that. 'I wanted to see if they could get her to walk into a room without falling down." he said. While she was there she met Sig Buchmayr and called her father. He liked the idea, but he didn't want this Austrian to come back on the same boat with her. He was a funny old fellow anyway, but when he opened a hotel he sure did it right.

It was very posh."

Actually, skining—albeit of a different sort—had long existed in the region. Both long-time natives and newly arrived Scandinavians were jumping up in Berlin, N.H., site of the first ski club in the East, well before 1900. Over in Lake Placid, N.H. Stoppels the best of couring for the proper state of the property of the theory of the property of the property of the theory of the property of the property of the theory of the property of the property of the theory of the property of the property of the theory of the property of the property of the property of the theory of the property of the property of the property of the theory of the property of the property of the property of the theory of the property of the property of the property of the property of the theory of the property of the property

Now, no one speaks harshly of innovators who prove to be right, but you do not get the idea speaking to Franconians 50 years later that Kath-

erine Peckett was a saint. She comes on between the lines as a very determined, hard-jawed lady who wouldn't brook much opposition—no one, as a result, bothered very hard to try to talk her out of her idea.

So Sig Buchmayr came over and began to teach a lot of high-toned people how to snowplow and stem and get down an incline in one piece. "But they did more than skiing

He also remembers Katherine Peckett: "She was one of the first to bring the Austrian style of dress to this country, she brought an Austrian instructor and Austrian clothing. She had a shop—probably the first ski shop in America—and ran it at Altman's in New York. And that was the beginning of the dimdl and hearts





FRANCONIA

continued

and flowers."

It's all gone now, Katherine and Sig and even the little inn, which was "taken down," as they say locally, sometime around the start of the war. Franconians are hazy about exactly when, but there were more important matters then—the nation was facing mobilization and many local youths were heading into the

Ioth Mountain Division.
All that's left today, aside from a large alumni association, is a little plaque on that open field in Sugar Hill honoring the first Alpine ski school in America, and Sig. and Peckets'—but if you go on up and lock and listen, maybe you can see it and hear it as it was 50 years ago with people learning the snowlyow and stem-turn in classic Artherg technique with laughter and dignity.

Meanwhile, as Katherine and Peckett's were fading, a new man—Baron Hubert von Pants, a "Cssa-blanca-like" ligure fleering the Anschluss in his native Austria—was attracting the Peckett crowd, the attracting the Peckett crowd, the Western of the Anschluss of the

of the Mittersill Im remembers:

"Baron von Parts had operated a collect the both of Mitzbabed collect the Mitzbabed colle

"The Baron was lucky, because he found one little piece of private land, shaped like a diamond, up on the side of Cannon Mountain that the state had somehow neglected to take. He managed to buy it and had his plan already designed—those little chalets you see now—but we had one

whale of a fight to get right-of-way over state land into that parcel." Dick Coney, owner of the Notchway Motel, also remembers the be-

ginnings of Mittersill, "The Baron had some contacts," says Coney. "Archduke Franz Joseph built a chalet down on Long Hill, maybe three miles away, shortly before the Baron built the inn. He planned to add the chalets and run the operation as a private club with memberships at \$1,000 asiece, but it just didn't take."

"I don't understand," adds Hans Thorner, "why something that started out with such great ideas, why a community that had such nice-looking chalets, did not grow into something truly successful and exciting. It is a mystery to me."

Yet it really isn't, because Thorner himself noted how the area was changing, by 1947 and 1948, into a day-skier area for the post-war Boston crowd. "It started going in other di-

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rections, and I became interested in doing other things. I was half an innkeeper and half not an innkeeper, and when someone gave me a chance to sell out I did."

Sel Hannah expanded slightly.
"We had to decide whether to make
the necessary financial commitments
to modernize our operations to meet
the demands of the post-war skiers
who were not," be said, "willing
any longer to be stacked like cordwood." He, as did many, decided not
to, "because the state was too slow
to expand Cannon.

"There was Sepp Ruschp pushing Stowe into the limelight, and New Hampshire wasn't responding." But Cannon survived.

Cannon. You can write about the inns and the personalities and the ski-trains, but a ski mountain makes a ski town and Franconia's is Cannon. And Cannon is one mean mother. No list of the top-five killer



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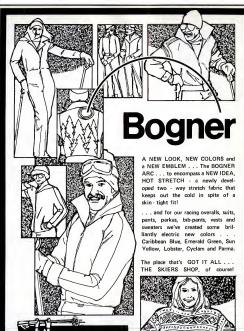
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FRANCONIA

continued

hills in the East is complete without Cannon—right up there with Mount Mansfield and Mad River Glen and Whiteface and Sugarloaf.

But Cannon has its problems. For one, the hurricane of 1938 chopped out a major stand of trees and created one whistler of a wind-tunnel, and the standard one whistler of a wind-tunnel, will know you've been out of doers. For another—well, let's say it gets a tad icy, and that some regulars claim that conditions on Cannon usually range from frozen-granular to white-ties to transparent-ties to blue-lee; as conditionally the standard of the sta

So all right, it's been said.

But despite it all, Cannon is one magnificent ski mountain. Unique. A challenge. And when the snow is good—more often than not—it is the experience worthwhile. You can float like Stein Erissen on intermediate mountains for only so long before you have to find out how good you really are, and Cannon is one of those where you find out. And maybe you have to roome back and try again. So if it is that good, what happened?

Let's backtrack a bit. When Alec Bright (an early racer and one of the pioneers of Boston's Hochgebirge Ski Club), Roland Peabody (Cannon's first ski school director and the first native-born American to hold such a post) and Katherine Peckett pushed the Tramway plan through the state legislature in 1936-38, they may inadvertently have traded short-term success for long-term trouble. The tram, which cost \$250,000, a tidy sum back then (the new one will cost \$3.6-million), brought the state full-bore into the ski-area business. And, by the considerable outlay, in a big way.

big way. "I used to knock my head against a wall," said Sel Hannah, "trying to get those intermediate Peabody Slopes approved. Sepp Ruschp was pushing to develop Spruce Peak over at Stowe for intermediates, while at the same time Cannon just half at tramway and the Alpine lift and very tough trails. By the time the state finally did put in the Peabody Slopes, it was way too late."

But today, the Peabodys do exist and the snowmaking is being expanded and word is bruted about that more money will be forthcoming for better grooming. And the new Tramway is continued



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FRANCONIA

continued

coming, an 80-passenger monster that will more than halve the wait. Cannon, one of the East's finest ski mountains, is finally coming back

into the game. But, for me, there still remains

one detraction: the highway-that four-lane streaker, I-93, that whips people up from Boston in well under three hours and let's them zip back just as fast. This was an environmental problem that was serious even in 1948 when the trip was over four hours; it's critical now, which is one reason Franconians are fighting the plan to extend the Interstate through the Notch. I wish them luck: the cur-

WHEN THE RACERS CAME Charlie Lovett Jr. remembers the big racing weekends: Well, they'd start coming in Friday night

and elbow each other away from the waxing table so they could get the proper magic formula for slipping down the mountain as fast as they could. We had a ski porch with a waxing table and an old stove, and everyone boiled up their special kind of brew, wax and iodine and caraway seeds or whatever the hell they were, and they painted and they rubbed. Everyone rubbed hell out of their skis. "Our house would be jammed. The

town would be iammed. And the women of the town rose to the occasion and cooked banquet suppers. Then we would have a lot of speech-making because everything was held at the town hall, Everyone, maybe 600 or 700 people. had enough lubrication. It was all very

rent road through the Notch is a twolane twister that makes you slow down and look around, to see the Great Stone Face and the other mystical wonders you'll miss whizzing through on four fast lanes.

It is beautiful because it drops you back into an earlier time-especially after a long, dull run up the Interstate-and has you retracing the track of those who've skied before. And if you have a sense of soul and time, maybe you'll drop off onto the sideroad past the Mittersill Inn, or the little road into Sugar Hill where Peckett's once played host to the country's first ski school. Maybe you'll eat dinner at Lovett's or stay at The Homestead, and ask Charlie or Esse what it was like "back then. when Katherine was Queen and Sigwas King and the Taft Trail was the meanest sumbitch in the valley.

And maybe, if you listen real careful-like in the stillness of a clear night, you may hear the laughter of that earlier time.



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A few years ago we coined a phrase — "The Spirit of Snow!" — to capture the essence of skiing. And the essence of Wild Ridge. A visit to Wild Ridge is a special ski experience. Inside

our grand old turn-of-the-century home you'll explore three floors of exciting ski fashion and equipment displayed in an atmosphere of rustic elegance.

You'll find the most tasteful, in-depth selection of SKI FASHION and accessories to be found anywhere. from Bogner, Head, Roffe, Demetre and many others. In SKI EQUIPMENT we feature Hanson, Head, Olin, Caber, Salomon — PLUS Molnar and The Ski, the two stress quality, performance, and value — and start as low as \$78.

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up! . . . and a com plete lunior skiwear department.

You're sure to catch the spirit with a FREE SPIRIT OF SNOW" T-SHIRT. It's yours with our compliments, Just bring this ad with you on your next visit to Wild Ridge (offer expires



season. We think you'll agree we captured the spirit. The Spirit of Snow!

p.s. Come smile with Santa at Wild Ridge! Sat., Dec. 10. Free Polaroid snapshots of Santa and the kids.

652 Wyckoff Avenue, Wyckoff, N.J. 201/891-4400 Wild Ridge Charge & Major Credit Cards M, Th. F 10-9 T, W, S 10-6

SKI/December 1977/191



If you want lodging variety, look no

further than the Granite State. From

the Monadnocks in the south to Ski

93 country in the White Mountains

of central New Hampshire, a multi-

tude of different lodging experiences

"Thornton Wilder country," since

inns like the John Hancock could

almost have been visible from the

hill above Grover's Corners in

Wilder's immortal Our Town. So it's

little wonder this region produces

an aura of continuity with what has

gone before. And little wonder also

that more and more skiers are realiz-

ing southern New Hampshire is more

than a place for day-tripping-it's a good resource of charming country

The Monadnocks have been called

awaits skiers after lifts close.

WHERE TO STAY IN YOUR REGION: **Hampshire**

The fourth in a series on top lodging bets in the East. This month, great places to stay in and around Waterville Vallev. Loon Mountain, Sunapee, Crotched, Bobcat, and Temple Mt., New Hampshire

set aside for families. When it's filled to its capacity of about 200, some say the place can get "a bit zooey. But at less than full capacity it's a delightful find. There's a lobby and fireplace, game and TV rooms, an efficient

cafeteria serving plain, good meals, a ski room where everybody congregates to work, and house rules that most can live with: no alcohol or drugs, smoking only in the lobby or dining area, and everyone quiet by I a.m.

New Hampshire night air. It is rightfully called a unique experience in

have been a part of the Waterville Valley scene since the days of the old Waterville Valley Inn, where

Pat's parents and fellow members of the Black and Blue Trail Smashers Ski Club used to bunk in at budget prices. They always wanted to build

a place for racers, students, kids, singles and families-anybody who wanted a reliable place to stay with good food and a reasonable tab.

Sava sat down at his drawing board

and came up with The Bunkhouse-

35 rooms (six plywood platform bunks with good mattresses and

cubbyholes for personal gear in each).

central baths with showers, a men's

and women's wing and a few rooms

inexpensive lodging. Owner, ex-racer and architect John Sava and his ski-instructor wife Pat

Prices make things even more interesting. The Bunkhouse costs about \$7 a night (\$9 during vacation weeks), \$1.75 for a full bacon-and-eggs breakfast, \$3.75 for a oneentree dinner. Add 25 cents for towels, \$1.25 for linen (plus a \$5 deposit) unless you bring a sleeping bag, and you've got quality meals and lodging for around \$12.50 per day (less for groups of 25 or more). Reservations weren't necessary last winter, but they probably will be required on weekends and vacation

Contact: The Bunkhouse (Andy Evans, manager), Waterville Valley, N.H. 03223; (603) 236-8326. -L. Dana Gatlin

Unless otherwise noted, prices are per person, based on double occupancy. MAP (Modified American Plan) means the price includes room, breakfast and dinner, but excludes tips and taxes.

—L. Dana Gatlin Eastern Regional Editor

THE BUNKHOUSE Waterville Valley, N.H.

(5 minute walk to ski touring center, skating rink and Snow's Mountain; 7 minute shuttle-bus ride to Mt. Tecumseh)

Finally-a quality hostel at a major ski resort, only two hours from Boston. The Bunkhouse is nestled in a

Further north, the après-ski life on the western side of the White Mountains may not be as concentrated as on the eastern slopes, but it offers special benefits to those seeking convenience and relaxation at a reasonable price. This season, Waterville Valley's restaurants and bars may be sampled by budget-minded skiers staying in the Bunkhouse, the



pine forest, with angular roof peaks and skylights everywhere, and a central glass dome glowing in the

THE INN AT LOON MOUNTAIN Lincoln, N.H.

(On the slopes)

weeks this season

How many Eastern resorts are there where you can completely forget about your car, getting a ride or even a shuttle bus? This is a major factor behind the bulging demand for the 45 rooms and 150 beds at the Inn at Loon Mountain, and it's why you should plan on at least a month's notice for reservations there

Loon, The Blue Chip Ski Vacation.

At Loon your ski vacation investment pays dividends... Like limited ticket sales and short lift lines... A 51/2-day ski week, with Sunday afternoon on us... A Ski Hostess to welcome you and assist in planning your vacation. Kids Ski Free Weeks... An enclosed four-passenger gondola, New Hampshire's longest aerial lift. Our "Ski School Guarantee." Top-to-bottom snowmaking on three major trails...Nightly grooming that's not just a promise. A free ski

lesson in every ski week. And a big mountain with home-made snow. Après-Ski it's The Barn at Loon Mountain, hands down the North Country's liveliest après-ski spot. The East's best bands seven days a week. Huge deli sandwiches, world's worst (BUT improving) pizza, souper soup and a crew to match. Ski from your dooryard at The Inn at Loon Mountain. Modern rooms with private bath, color cable TV and a great view. Game room, full child care services, hearty country breakfasts, luncheon specials and candlelight evening fare. Fireside lounge with live nightly entertainment. A great place to ski, eat, sleep, drink and

be merry... without ever needing your car. There's lots more that's special about Loon and we'd be pleased as powder to tell you about it. For all the information you'll need to enjoy the Ski Vacation

Capital of New Hampshire, just write: Loon Mountain, 101 White Mountain Drive,

INDIAN HEAD

MOTEL RESORT No. Woodstock, N.H. 03262 603/745-8181

famed Indian Head rock profile Lookout tower New motal units with private bath, color cable TV and

panoramic view. Dining room serving three meals

daily Thunderbird Cocklail Lounge for fireside

Game room On-site Texaco station. Your Hosts Pauline and Emie Spanos.

On US 3 five miles from Loon Mountain opposite

Lincoln, New Hampshire 03251 (603) 745-8111

Kids Ski Free Weeks really stretch the family vacation dollar ... Weeks of Dec. 11, 18; Jan. 1, 8; March 12 until closing. All lodges on this page participate. For more information, contact the lodge of your choice.



candinavi-Inn

Exit 28, I-93, Between Loon and Waterville Valley A charming new lodge designed by skiers for skiers. Accommodations include family loft rooms, luxunous doubles with TV, all with private bath, Saunas game room, fireside sitting room. Superb restau-rant with nightly specials, salad bar, fresh seafood and prime ribs. Rathskeller Lounge with live onte tainment. Weekly fondue parties. Gift shop. Your hosts linge and Ray Anderson.

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Lincoln, N.H. 03251 603/745-8141 On US Rt. 3 five miles from Loon Mountain. Modern motel units, all with private balhs and color cable TV Open hearth steak house featuring prime ribs of beef, steaks and seafood. Cocktail lounge with dancing and entertainment weekends and vacation weeks. Recommended by AAA and Mobile Guide. Most major credit cards accepted. Your hosts Marge and Laurie Woodward.

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entertainment and a fantastic view of the White Mountains And why not? 2 nights – 3 days
For \$55 per person, dbl.* including pick of the
menu – breakfast and dinner.

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For complete information/ reservations, writa to: Clermont Family Resorts Dept. E. Lincoln, N.H. 03251 or call toll free: 1-800-258-8934

WHERE TO STAY

a anthur a s

At the inn you can have a quiet drink, be well fed, dance, play games, listen to music, watch cable TV in your room, turn off the light at a reasonable hour, get up for a hearty breakfast, ski all day, walk back for a leisurely lunch, and repeat the process for a week—all without the slightest worry over where you left the car

You can walk outside and take the Seven Brothers chair for a morning ascent before any day trippers arrive. Reason: inn guests can have lift tickets waiting for them at the front desk in the morning instead of weathering the early-weekend lines for Loon's limited sale of lift tickets.

The inn, owned and operated by Loon Mountain, provides good stay-put lodging. The rooms, with twin double beds, bath and TV, are uninspired in decor but clean and ample. There are games for kids and a well-staffed day-nursery for tots. The food, while not sucerb, is good. The dining



room has been expanded by 90 seats this season and adjoins a lounge and bar where you can sit by a fire or dance to a combo Monday through Saturday evenings.

On weekends, a double room with two meals comes to \$32 per person, and a Sunday night to Friday MAP ski week, including lifts, is about \$120. In early December and January and from mid-March on, the tab for younseters under 15 who stay in their

parents' room is \$50, including lifts, tor the week. Children under four can stay free.

If roof-shaking rock and country rock are your thing, you won't have tog of ar. The converted 140-year-old Barn by the Loon parking lot packs them in nightly with such popular groups as the Franconia Notch Band. Other bands, play down at Woodwards and the Beacon on Route 3, for those willing to drive.

Contact: Roger Small, Innkeeper, The Inn at Loon Mountain, Lincoln, N.H. 03251; (603) 745-8146.

—L. Dana Gatlin

THE JOHN HANCOCK INN

Hancock, N.H. (10 minutes to Crotched, Bobcat and

Temple; less than 20 miles to Pat's Peak)
Dozing in a backwater of the population of

Dozing in a backwater of the popular Monadnock region, the John Hanock lim celebrates its namesske, never are man who never slept there, never are who owned the land on which the town grew up. And Hancock could have done all of the above, since the Inn dates back to 1789 and claims to be the oldest ongoing establishment of its kind in New Hampshire.

The inn generates a sense of this history without being aclutter with the memorabilia that too often mars its kin. It is instead an old, well-cared-for, white-pillared waystop, warm and welcoming with fine cuisine, a comfortable bar and 10 rooms spread over the second and third floors.

The rooms are a pleasantly erratic assortment of restored bedsteads, tables and bureaus, drysinks, wideboard floors and hooked rugs. An aura of continuity with past generations predominates. Unfortunately, the bedroom fireplaces can't be lit; fire-insurance premiums keep them cold. There are no room TV's nor phones

As befits its time and history, the inn's kitchen and dining room are



still the heart of its action, although a drink in the Carriage Room, with its fascinating decor, is an inviting overture. The food is delicious and the tab for two, including wine and tip, is about \$25.

Unlike many inns in ski country, the Hancock offers no package in combination with neighboring ski areas. You're on your own for Alpine or cross-country, and some guests drive as much as 40 miles to ski Sunapee, the region's largest area. There are no MAP deals either, but that allows dining at some of the region's fine restaurants at no added expense. Moreover, the rates are reasonable-\$18.50 single, \$25.20 double. Owners Glynn and Pat Wells take pains to know every guest by name and attract a solid return business, made up mostly of families. For that reason you need advance reservations.

reservations.

Knowledgeable craft-collectors will find Ted and Roberta Tewksbury's, one of the best shops in the Northeast, in Peterborough, 10

miles away.

Contact: The John Hancock Inn,
Hancock, N.H. 03449; (603) 5253318.

—I. William Berry

More Great Places to Stay use (RD 1, Campton, love to cook, expect something speAndover Meadow Mote

Amity House (RD 1, Campton, N.H. 03223; 603-726-9881)

Built in 1815, innkeepers Peter and Carolyn Wolfe have renovated the interior of this old New Hampshire home and nursel in into a warm, purposely kept the place small to keep a homey, relaxed atmosphere. This feeling is enhanced by the large fieldstone fireplace in the lilving room, BYOB setups, and a game room with ping pong and TV-pong. There's also a 8th-maintenance room tunner of the pond of the

cial—from the quiche and homemade soups to hearty skiers' fare and homemade pastries and desserts. Since they only serve one entree per evening, they'll also go to the trouble to OK the choice with their guests each morning. Many of the skiers who stay here are repeaters who've been

coming back for years.

(Lower price range MAP, 6 rooms, 3 dorms, no credit cards accepted. Distance to ski areas: Waterville Valley, 6 miles; Loon, 15 miles: Cannon. 25 miles.)

Andover Meadow Motor Inn (Rt. 11 & US 4, Andover, N.H. 03216; 603-735-5224)

603-735-5224)
Sikers who want to return after an active by at the slopes to a modern to a sike the six of the



Six Barn has the clothes that make a statement about six and sixiers . . . high fashion for the skier who does everything with style . . . clothes with purpose, ready for action, ready for weather. Jis Discover three floors, fashion high of coordinated looks, parts to put together and accessories that lead to total dressing. There's an extraordinary selection now for label towers from CR, Octoonet, Element One, Roffe, Head, Eurohead, Skimer, Ski Levis, Demete and Mossart.

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SKI/December 1977/195E

Mount Snow Amounta

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by Ski Teachers. Any instructor can temonstrate, but our staff can demon-estrate and motivate, from beginners up to the hottest skier on the mountain. Our GLM package starts you out on easy-to-turn short skis that guarantee wou'll be skiing in just five days. Our GLM equipment is the best you can buy.

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NAME STREET CITY_

STATE

continued

This is a real family-type place and, accordingly, there are special family and children's rates. The two dining rooms (one public and the other especially for skier-guests) are comfortable, the meals are hearty and drinks are served with dinner. You can also get a complete package deal in con-

junction with King Ridge. (Lower price range, 6 motel units, rooming house, no credit cards accepted. Distance to ski areas: King Ridge, 10 miles; Sunapee, 18 miles.)

Beacon Motel Swim & Tennis Club (Rt. 3, Lincoln, NH. 03251; 637– 745-8118 for toll free 800-258-8924) If If an active, sports-oriented appeaski life is just as important to you as a day's skim, the Beacon is thou you'll find an indoor pool, indoor tennis courts, shiffeboard, saums and cross-country skiing. You'll also find a cockial lounge, restaurant, color cable TV and a laundromat along with accommodations for 20 along with accommodations for 20 along with accommodations for 20 are specied units. Mid-view, there are specied units. Mid-view, there

(Medium price range EP, 90 units, Master Charge, BankAmericard and American Express accepted. Distance to ski areas: Loon, 4 miles; Cannon, 9 miles; Waterville Valley, 20 miles.)

Edgewood Inn-Peter Christian's Tavern (Main St., New London,

N.H. 03257: 603-526-2171) This is an inn and tavern run by enthusiastic young people (all between 20 and 30) who are giving the New England tradition a shot in the arm. The atmosphere is lively, the rooms cozy, and the beer selection at Peter Christian's is something you'd find in Greenwich Village. Another interesting change from your normal Continental breakfast is the complimentary fruit and dip platter. (They'll also serve a full breakfast, not complimentary, to inn guests.) The lobby is cozy with a TV and books, and there's also a sauna and paddle tennis courts right on the premises. The rooms have either private or shared baths and most are set up with families in mind. Peter Christian's, which is open to the public, is a warm, burnt-pine pub with fireplace that serves beer, wine, soups, stews and quiches. And there's usually a classical guitarist playing at lunch and either folk or jazz music at night. Weekly rates,

family rates and a ski package with

King Ridge are available. (Medium price range EP, 9 rooms, no credit cards accepted. Distance to ski areas: King Ridge, 4 miles; Sunapee, 10 miles.)

Fitzwilliam Inn (Fitzwilliam, N.H. 03447; 603-585-9000)

Built in 1843, this charming old fashioned inn will especially delight families. The rooms, parlor and li-brary are all furnished in antiques; the dining room (which is also open to the public) serves up everything from hamburgers to lamb chops, scallons and king crab; and since the inn does cater to families, the small bar with fireplace usually shuts down around 11 p.m. weeknights. There's a cozy library with TV and an interesting gift shop on the premises that displays the handiwork of local artisans. The third floor bedrooms (some with gabled windows) have been redecorated this season with cheery wallpaper. Although there are 22 rooms available, if you should arrive and find all the rooms have been taken, innkeepers Charles and Barbara Wallace will arrange to put you up in local homes.

(Medium price range EP, 22

rooms, Master Charge, BankAmericard and American Express accepted. Distance to ski areas: Temple, 12 miles; Crotched, 25 miles.)

Four Seasons Lodge (17 Burkehaven Hill, Sunapee, N.H. 03782; 603-763-4444)

Overlooking Mt. Sunapee, this lodge is a good bet for families since the atmosphere throughout is homey and comfortable. Guest rooms, with their flowered wallpaper, have a Colonial flavor even if they do come equipped with something as modern as a television. There's a fun recreation room that has a fireplace, piano, pool table and ping pong. And the dining room (which is also open to the public) will serve you a cocktail with dinner. Tobogganing, cross country skiing and ice-boating are all nearby. Super family rates, special midweek rates and skier packages are all available.

(Medium price range MAP—EP available, but not on weekends or during the February vacation period -20 rooms, Master Charge and BankAmericard accepted. Distance to ski areas: King Ridge, 5 miles; Mt. Sunapee, 5 miles;

continued





The mountain is the 4000-

foot top of Vermont located along the U.S. - Canadian border. From the summit an eagle's view of

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ont. Ctr., Vt. 05471 (802) 326-4587 50 Chalets, 2 to 6 bedrooms, All fully equipped for complete housekeeping, fireplace, w/w carpet-ing, TV, minutes to Jay Peak Ski Area; Ski-Touring on premises, lessons and guides available, rates on request. Contact Hubert or Caroline Daberer.

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Franconia Inn (Rt. 116, Easton Rd., Franconia, N.H. 03580; 603-823-5542 or toll free 1-800-258-8985 from New England, N.Y., N.J., Md. and Del.)

At this attractive white-framed country inn, no two rooms are alike each is decorated with its own personality and charm. All are spacious, though, with either private or connecting bath and wall-to-wall carpeting. In fact, the whole inn is carpeted, except for the dining rooms. The colonial atmosphere is enhanced by fireplaces in the living room, library, cocktail lounge and in the second smaller dining room. The inn is so well known throughout the area for its excellent meals that reservations are recommended for the dining room if you're not staying here. Besides offering indoor tennis, the inn is also a self-contained ski touring center with 60 miles of trails, equipment rentals and instruction. Ski packages for any 5 consecutive days are also

(Higher price range MAP, 29 rooms, American Express, Visal BankAmericard and Master Charge accepted. Distance to ski areas: Cannon, 3 miles; Loon, 18 miles.)

available

Hillsborough Valley Inn (Main St., Hillsborough, N.H. 02344; 603-464-5966)

This rustic inn, built in 1850, cater primarily to adults and singles. The drining room serves American and Italian specialties, and the lounge is an interesting meeting place après-ski. Most bedrooms have color TV, and a complimentary breakfast is served to inn guests.

New management this season. (Medium price range EP, 20 rooms, American Express and other major credit cards accepted. Distance to ski areas: Crotched, 18 miles: Temple, 20 miles.)

Hillside Inn (Rt. 3A, East Hebron, N.H. 03232; 603-744-2413)

Cruciostates and Colonial elegance are the standouts at this completely modernized 200-year-old inn. The guest rooms are elegantly appointed, each with private bath, and the living rooms showcase antiques, grand pianos and fireplaces. And equally charming are the continental cockatal lounge and dining room that serves real New England face, with a choice of 50°4 entires a variety of the control to the 17 rooms in the main inn, a large two-bedroom cottage is available, with fireplace, tub-shower and living room. Overall, the atmosphere is relaxing.

(Medium to higher price range MAP, EP, 19 rooms, Master Charge accepted. Distance to ski areas: Waterville Valley, 30 miles; Loon, 40 miles; Tenney, 5 miles.)

Indianhead Motel Resort (Rt. 3, North Woodstock, N.H. 03262; 603-745-8181)

Here you'll find a great mixture of convenience, variety and funall within five miles of two major ski areas. First off, there are 65 modern motel units (some with waterbeds), and all with shag carpeting, picture windows, full bath and balconies. You'll also get an outstanding view of Indianhead profile, a natural rock formation adjacent to the resort. There's an ice skating pond, toboggan runs and indoor games such as video tennis, air hockey, ping pong and pinball. Other attractions here include a dining room, cocktail lounge, coffee shop, gift shop and -the ultimate convenience to skiers —a Texaco station right on the prem-

(Medium price range EP, 65 rooms, Master Charge, BankAmericard, American Express, Diners, Carte Blanche and Chargex accepted. Distance to ski areas: Cannon, 5 miles; Loon, 5 miles; Waterville Vallev. 25 miles.)

Inn at Crotched Mountain (Mountain Rd., Francestown, N.H. 03043;

603-588-6840) Built in 1822, this quaint, low-key country inn is one-quarter mile from the ski slopes. There are nine bedrooms in all, and some have working fireplaces and private baths. After a day's skiing, families can play cards or just relax around the fire in the cozy living and sitting rooms. The dining room, which is open to the ublic, has yet another fireplace. Liquor is served with meals, and special features are king crab on Friday nights and prime ribs Saturdays. Skiers who visit the inn between Sunday and Thursday evening get a special 20 percent discount on room rates

(Medium price range EP, nine rooms, no credit cards accepted. Distance to ski areas: Crotched, 1/4 mile; Temple, 1/2 hour-45 minutes.)

Jack Daniel's Countryside Lodging (Rt. 202 N, Peterborough, N.H. 03458; 603-924-3715)



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A Sid Villege. Stay in a chamming ski villege, with a choice of accommodations in warm, comfort—she country inns or rental condominium apartments. Even a contemporary bunkhouse. Paddle tennis courts, indoor/outdoor heated pool, and lots of sauras.

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technique for beginners to running mogulo or racing for experts, intensive instruction utilizes video tape to make lessons most effective. The unmistackble difference personal attention makes in each person's progress toward becoming a better sider is why thousands of skiers return each year to Emo Hernich's ski school. We have certified day care and unique ski instruction programs for children ages 3-3 and 6-12.

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Candlelit dining—in a warm friendly converted barn—seafood specialties, exciting vegetables, great steaks, homemade soups, oysters Rockefeller, and much more! Route 100, South Londonderry.

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bedded rooms with private baths. European and American cuisine, cocktail lounge, fireplace, entertainment, indoor tennis. Group and extended stay discounts. VT 05155, 802/

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On Stratton Mountain (75 yds. from lifts) Charming Austrian inn, memorable food, intimate bar, lib. w/fpl. 60 tastefully decorated roums & apts, Boutique, sauna, gameroom, etc. Brochure, Stratton Mountain VT 05155 or 802/297-2600. Host: Herbert Schachinger.

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Bondville, VT 05340, 802/297-2543.

The New Christie Inn

Affordable luxury, Special 5-day ski weeks, Per Person MAP rates; single \$120, double \$100, triple \$80. Night life bar, lounge, game room. Londonderry, VT 05148, 802/824-5504.

Birkenhaus A small Austrian Inn within walking distance of

the lifts. 20 rooms all with private bath and refrigerators. Lounge with fireplace, cocktail lounge, TV room. International cuisine, bakery and beauty shop. Hosts: Emo Henrich, director of the ski school and his wife, Ann. 802/

The Village Inn
Featured in "Back Roads and Country Inns,"
fireside/candlelit dining, rafter room lounge,
game room, miles of X-C trails. Econo/package plans, only minutes from Stratton. 802/824-6673. RFD-s, Londonderry, VT 05148.

The Barn

Friendly family oriented accommodations. En-tire lodge panelled in rough pine with wall-to-wall carpet and individual electric heat. \$20 pp MAP. 15% ski week discount. BYOB. Your hosts: Carl and Maroie Weaver

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lobster and Italian specialties.
(Medium price range EP, 11 rooms, American Express card accepted. Distance to ski areas: Temple, 5 miles; Crotched, 8 miles.)

Lake Sunapee Country Club (Rt. 11, New London, N.H. 03257; 603-526-6040)

A golf club during the summer months, each winter this country club transforms itself into a skier's haven with 13 rooms available in the clubhouse, 12 motel rooms, a two-level restaurant with fireplace, lounge and cross-country skiing right on the premises. There are special ski packages for 3, 5 or 6 days in conjunction with King Ridge.

Join the ski fraternity at no cost to you

Mont Tremblant Lodge

20% discount & free skiing equipment during January Ski Weeks

Write: Mont Tremblant Lodge P. O. Box 2 Mont-Tremblant, Qué.,Canada or phone: (819) 425-2711 (Medium price range EP, MAP, 25 rooms, no credit cards accepted. Distance to ski areas: King Ridge, 6 miles; Sunapee, 20 miles.)

6 miles; Sunapee, 20 miles.)

Lakeview House (Lake Ave., Suna-

pee, N.H. 03782; 603-763-2361) Built in the late 1800's, there's still an old-world ambiance to this small country inn. The twelve bedrooms with their maple furniture are typically New England, and so is the woodsy, homey feel of the Haborview Lounge. The inn's dining room, open to the public, offers appetizing home cooked meals and some gourmet specialties. Weekends, there's entertainment. Overall, it's a relaxed and comfortable place to stay. Alpine skiing, cross-country and skating are all nearby and there's a special ski package offered with King Ridge. (Medium price range EP, 12

rooms, BankAmericard and Master Charge accepted. Distance to ski areas: Sunapee, 5 miles; King Ridge, 8 miles.)

Landmarc Lodge (Snowsbrook Rd., Waterville Valley, N.H. 03223; 603-236-8355)

Formerly the Outlook Inn. this season new owners have changed the look of this comfortable lodge, redecorating and renovating with new carpeting, walls and ceilings. They've added five additional guest rooms; installed a Jacuzzi and two saunas, built a new function room to house the games, pool table and a hot chocolate, soup and coffee bar; and added a small set-up bar to the upstairs lounging area. Bedrooms here are modern (all with phones and private baths) and some are extracapacity family rooms that have sleeping lofts to accommodate 8. New England warmth and hospitality are enhanced here by fieldstone fireplaces in the main lobby, function room and upstairs lounge. There are also a library, ski room and the added convenience of soda, ice and cigarette machines. Kids under 6 can stay in parents' room without charge and special ski deals with

can stay in parents' room without charge and special ski deals with Waterville Valley are also available. (Higher price range EP, 36 rooms, American Experess accepted. Distance to ski areas; Waterville Valley.

5 minutes.)

Lovett's Inn by Lafayette Brook
(Profile Rd., Rt. 18, Franconia, N.H.

03580; 603-823-7761)
The Lovett family has been running this charming New England inn for two generations now—and many of their present day guests are the grandchildren of Lovett's original

visitors. The 200-year-old refurbished farmhouse offers 29 rooms in the main house (mostly with shared bath) and in the separate cottages that have fireplaces and a view of Cannon Mt. There's also a ski dorm and two large family units. The laid-back, convivial atmosphere is contagious here and draws both families and singles alike. The dining room (open

to the public) is well known for its

fresh seafood, shish kebab and pork

terriyaki. Other special features here

are a cocktail lounge, fireplaces,

game room, pool, movies, puzzles ping pong, ski touring and several ski packages. (Higher price range MAP, EP, 29 rooms, ski dorm, American Express and BankAmericard accepted. Distance to ski areas: Cannon, 2 miles; Loon, 7 miles.)

Mt. Adams Inn (Main St., N. Woodstock, N.H. 03262; 603-745-2711)

Authentic home-cooked Polish dishners are hard to come by in shincountry, but that's the outstanding feature at this charming in-town counry inn. And the dining room, open to the public, is just as famous for its American fare. Guest rooms are pleasant, but do not have private baths (you have to go down the hall to a shower); and overall, the atmosobere is relaxingly European.

(Lower price range EP, 18 rooms, no credit cards accepted. Distance to ski areas: Loon, 3 miles; Cannon, 6 miles: Waterville Valley, 10 miles.)

New London Inn (Main St., Newport, N.H. 03257; 603-526-2791)

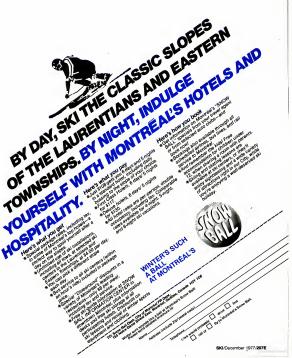
Built in 1932, this is a real country in with clean confortable rooms (all with private buths) and within easy access to the ski slopes. The living room, lobby and sitting areas, all with fireplaces, give credence to the old fashioned, Colonial flavor of the inn. Modern amenities include a public restaurant, coffee shop and lounge area. Special 3- and 5-day discounts are available Sunday through Thursday nights during ski season.

(Medium price range EP, 25 rooms, Master Charge and Bank-Americard accepted. Distance to ski areas: King Ridge, 3 miles; Sunapee, 12 miles.)

Night Homestead (Wilton Rd., Peterborough, N.H. 03458; 603-924-

3746)
An old fashioned guesthouse, staying at the Night Homestead is like visiting a country home. The nine guest rooms have double beds and are furnished in "antiques," and après-ski can be spent relaxing in the

continued



continued

large living room with TV and BYOB setups. In all, the atmosphere is unpretentious and relaxed. The kitchenette apartment is an extra bonus for families or groups. Although breakfast is the only meal served, finding a place for dinner will not be a problem since the lodge is convenient to local eateries.

(Lower price range EP, nine rooms, no credit cards accepted. Distance to ski areas: Temple, 1 mile; Crotched, 8 miles; Onset, 8 miles.)

Pleasant Lake Inn (Box 1030, New London, N.H. 03257; 603-526-6271) This centrally located country inn

This centrally located country into a relaxed, fun place to stay. There's live entertainment Saturday; mights (and some other nights as upper some other nights as days and Sundays, an ice skating pond and ski fouring right in the area. Antiques add to the old New England atmosphere here, and the 13 guest rooms are comfortable. A public drining room and cockial lounge the different of the configuration and cockial lounge midweck discounts are offered, as are skier package deals with Kine Ridge.

skier package deals with King Ridge. (Medium price range EP, MAP, 13 rooms, no credit cards accepted. Distance to ski area: King Ridge, 3 miles; Sunapee, 12 miles.)

Pfosi's Lodge (Waterville Valley,

N.H. 03223; 603-236-8344) A combination of old world charm, Swiss-American hospitality and modem accommodations are what await you at this lodge right in the village at Waterville. The 30 comfortable guest rooms come equipped with color TV, telephones and private baths; families and groups are especially attracted to the large family rooms with sleeping lofts. Added attractions here are recreation rooms. sauna, lounges, ski storage room and "Pfosi's Steubli" with bar setups. A very comfortable place to stay, Pfosi's even serves a complimentary continental breakfast. Special skier packages are available

(Higher price range EP, 30 rooms, American Express, Visa and Master Charge accepted. Distance to ski areas: Waterville Valley, 5 minutes.)

Raynor's Motor Lodge (Franconia, N.H. 03580; 603-823-5525)

On 17 acres of private land north of Cannon Mt., this lodge was designed as a skier's retreat with modern conveniences. There are a variety of quiet, comfortable rooms that all offer at-door parking, lockable ski

racks, a massage unit, free in-room coffee, color TV and private baths (car heaters are an added bonssy). And after a day on the slopes you won't have to travel far for dinner— —there's a restaurant and longer adjacent to the lodge or plenty of dining variety in the half-dozen nearby restaurants that serve up everyting from the state of the state of the there is the state of the state of the property of the state of the state of the property of the state of the state of the the rood. Site rooksage loans are

available. (Lower price range EP, MAP, 32 rooms, Master Charge, Bank-Americard and American Express accepted. Distance to ski areas: Cannon 4 1/2 miles; Loon, 15 miles.)

Red Sleigh Motor Court (Rt. 3, Campton, N.H. 03223; 603-536-

"If your idea of a ski vacation mean saying in your own private chalet, these charming housekeeping cottages may be jast what you it experies the continger may be jast what you it was not sized to fit your or a group of 11, you 11 find one sized to fit your vacation needs. Each of the modern cottages is fully capityed, with a Traballin Integrate. Each can also be meted on a daily, weekly, monthly or seasonal basis. If your sking also or seasonal basis. If your sking also massorment of restaurants and em an assortment of restaurants and em an assortment of restaurants and em an assortment of restaurants and em.

tertainment spots nearby.
(Medium price range EP, 13 cottages, BankAmericard accepted. Distance to ski areas: Waterville Valley, 15 miles: Loon. 25 miles.)

Robbins Nest (RFD 1, Campton, N.H. 03223; 603-726-3341)

It is to have each of the messal, you won't want to miss the live trees growing through the roof in the dining room and lounge of this interesting skiers lodge. And along with saying the core, the dining from a cluding home-made bread, soup and deserts) with a menu that offers 14 entrees. Accommodations are in moder miss, both single and feel, even if they come with carpeting. It was all the saying the s

(Lower price range EP, MAP, 19 rooms, Master Charge and Visa accepted. Distance to ski areas: Loon, 10 miles; Waterville Valley, 15 miles;

Cannon, 20 miles.)

Scandinavi Inn (Campton, N.H. 03223; 603-726-3737)

A new lodge designed especially for skiers, the Scandinavi offers



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HOTEL JAY Hotel Jay is a luxurious resort hotel right at the foot of Jay Peak. The rooms have large, comfortable beds, private bath, shag wall-to-wall carpeting and private balcony. The delightful dining room offers a variety of fine cuisine, and you'll find relaxation in the hotel lounge.

Jay Peak, Jay, Vt. 05B99 B02/988-2611

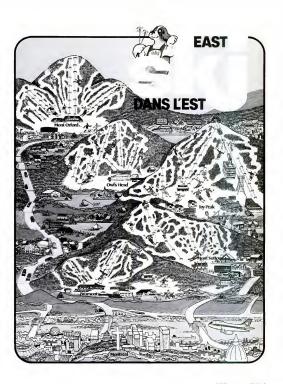
HOTEL BROMONT A deluxe hotel overlooking the mountain, Hotel Bromont offers fine

cuisine in their delightful dining room and real French Canadian hospitality. Recreation facilities are available for the children, hight sking and cross country sking right at the door. Sleigh rides and horseback rid-ing available at the official 1976 Olympic Equestrian Site.
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everything from family loft rooms to buxurious double rooms with TV, all saturas, game rooms, Scaudinavian saturas, game rooms, Scaudinavian gift shop, a sitting room with fireplace and a public dining room that is open for breakfast and dinner. Aprēs-ski, a good bet is the Rathskeller cocktail lounge with its live entertainment Monday through Saturtertainment Monday through Saturday nights.
(Lower price range EP midweek,
MAP, 22 rooms, BankAmericard,
American Express and Diners accepted. Distance to ski areas: Waterville Valley, 10 miles; Loon, 18
miles.)

Silver Squirrel Inn (Waterville Valley, N.H. 03223; 603-236-8366)

Offering all the warmth and hospitality of a real New England inn, the Silver Squirrel is as convenient to the skiing as it is charming. The

Silver Squirrel has recently been bought and redecorated by the owners of the Snowy Owl, and the atmosphere is enhanced by select antiques and bright, interesting colors. Guest rooms each have their own phone, bath and magnificent mountain views. There are special family rooms available as well. Added as available as well. Added as game room, library, new family suuna, complimentary continental breakfast and a variety of skier

package plans.
(Higher price range EP, 30 rooms, American Express, Visa and Master Charge accepted. Distance to ski areas: Waterville Valley, 5 minutes.)

Six B Motel (Box 77, Woodstock, N.H. 03293; 603-745-2437)

This centrally located motel offers 11 modern rooms, some with kitchenettes, and all with TV, showers and electric heat. Free coffee (brought to your room) is an added bonus.

(Lower price range EP, 11 rooms, no credit cards accepted. Distance to ski areas: Loon, 7 miles; Cannon, 12 miles.)

Snowy Owl Inn (Waterville Valley, N.H. 03223; 603-236-8383)

N.H. 02225; 603-228-3838]. Built along the lines of in the Built along the lines of in the been widely acclaimed for its striking architecture and tasteful furnishings. The atmosphere is a blend of motic charm and casual depance, motic charm and casual depance, and considerate the control of the control o

(Higher price range EP, 37 rooms, American Express, Visa and Master Charge accepted. Distance to ski areas: Waterville Valley, 5 minutes.)

Valley Inn (Waterville Valley, N.H. 03223; 603-236-8336)

This is Waterville Valley's newest, most complete resort facility. What makes it special are the two heated and lighted platform tennis courts, the heated indoor/outdoor pool, and nexercise room with Universal an exercise room with Universal an exercise room with Universal can pop into the sauna or get a massage before you settle to spending the evening in the game room or the intrinate lounge areas with fireplaces and the platform of the pla



the Valley and its 5-day Package Plans.

A continental breakfast is also part of the deal. Right in the heart of Waterville Valley, the inn is within walking distance to many fine restaurants and après-ski spots. Special package plans are offered.

(Higher price range EP, 47 rooms, BankAmericard, Master Charge and American Express accepted. Distance to ski areas: Waterville Valley, 5 minutes.)

Wallace Lodge (RFD 1, Littleton, N.H. 03561; 603-444-5424)

A taste of old New England awaits you at this charming family-run inn-from the confortable firested living guest rooms and quaint dining room. There are 12 rooms available in the cloge, as well as two additional motel todge, as well as two additional motel todge, as well as two additional motel todge, as well as two additional motel room, open to the public, offers a varied menu and specializes in both seafood and heartier cold weather all, the atmosphere here is relaxed and friendly.

(Lower price range EP, MAP, 12 rooms, 2 motel units, Visa/Bank-Americard and Master Charge accepted. Distance to ski areas: Cannon, 7 miles; Loon, 14 miles.)

White Birch Motel (Rt. 103, Sunapee, N.H. 03782; 603-763-2701)

If proximity to the slopes is what

you want, a good bet would be the related to the entrance to Mt. Sunapee State Park, 11 mode motel rooms are available here, each with full bath, TV and picture windows that offer a great view of Lake Sunapee. There are some good restaurants nearby, and the motel also offers special skie package deals in conjunction with King Ridge ski area.

(Medalum price range EP, 11

(meaum price range EF, 17 rooms, Master Charge and Bank-Americard accepted. Distance to ski areas: Sunapee, 1/2 mile; King Ridge, 8 miles.)

Woodbound Inn (Jaffrey, N.H. 03452; 603-532-8341)

Woodbound is a family run, family run, family oriented self contained resort that offers 96 beds in seven rooms and accountered farmhouse that was built in converted farmhouse that was built in wades in the living room with fire-place, in the Pine Room with fire-place, in the Pine Room with tisradas and games and in the Play Barn with its pool table, ping pong, shiftleboard and BYOB setups. The dining room (open to the public) a choice of entrees. A good place a choice of entrees. A good place

to bring kids, there are small electric ski tows and Alpine instruction, an ice skating rink and toboggan chutes to play on. Ski touring is

also available on the premises. (Medium price range, Full American Plan, 7 rooms, 22 cottages, no credit cards accepted. Distance to ski areas: Temple, 12 miles; Crotched, 21 miles.)

Woodwards Motor Inn (Rt. 3, Lincoln, N.H. 03251; 603-745-8141)

If you're looking for a convenient, modern place to stay, Woodward's is a good bet since it's only five miles from both Loon and Cannon. There are 42 nicely equipped motel units with color TV and private baths. There's also an open hearth steak house and cocktail lounge right on the premises where there's dancing and entertainment weekends.

(Medium price range MAP, EP, 42 rooms, Master Charge, BankAmericard, Diners, Carte Blanche, American Express accepted. Distance to ski areas: Cannon, 5 miles; Loon, 5 miles.)



EAST NEWS

SKINNY SKIS AND YOGURT

The U.S. Ski Team, Canadian National Team, top European racers (and possibly a few Russian competitors) will be rallying in the East this season for the second annual Dannon International Cross Country Race Series. Sanctioned by the U.S. Ski Association-Eastern Division, the Dannon Series will include the North American Cross Country Championships at Mt. Van Hovenburg at Lake Placid, N.Y.

The series begins March 7 with a men's 10km and women's 5km night race on a lighted course in Glens Falls, N.Y. Two days later, the racers

will move on to Lake Placid for the North American Championships on March 9, 10 and 12. Next stop on the Dannon tour is Burlingto, vo. the March 15 for a men's 10 and women's Stam night race on the vorties' of Vermont common. (The Burlington race will be a two-man relay with skiers running alternate laps on a likm course.) On March 17 the racers meet for another 5- and 10km event in Middlebury, V.

The Dannon Series will wind up with a mass-start finale March 19 in Brattleboro, Vt. After the race the 1978 Dannon Cups will be awarded



John Mike Downey (left) and Olympien Bill Koch go for it at Dannon finale last sessor

MOUNT SNOW: MOVIN' ALONG

No sooner had the Sherburne Corp. (owners and operators of Killington, Vt., and Sunday River, Me.) bought up Mount Snow than the new team stepped in to step up activity at the West Dover, Vt., ski area in a general upgrading of the facilities and in a rush of vacation packages.

"Our objective," said Foster Chandler, vice president and director of Marketing for Sherburne, "is to redevelop the skiing experience."

First off, says Chandler, Mount Snow will get a 50-percent hike in snowmaking coverage this season. For the first time the area will have snowmaking from the top of the mountain and on trails serviced by seven lifts. Snow grooming is also being upgraded, as well as general maintenance and an overhaul of the area's lifts.

Killington's packaging experts have also developed some attractive ski vacation plans. The deals range from two to seven days, with some offering lifts and lessons and still others that cover lifts, lessons and equipment packages. To make it easier to book one of these deals, there's a new central lodging reservation service that will set you any of 60 lodges and inns in the valley. Simply call (802) 464-8501.

CROSS-COUNTRY FOR COGNAC

To serious cross-country skiers, the

fourth weekend in February means the Canadian Ski Marathon, the ultimate test of touring skill and enduance. This season, on February 12, central Vermont will host its own version of the legendary event: the Hen-

nessy Cognac Sisi Marathon.
The mass-start race, which had been a regular USSA Eastern Division care, has been expanded under the into a major national event aimed at attracting both recreational tourers and top cross-country competitors, with separate categories for each. To emphasize the significance of the case of the company of th

The marathon will begin in a field in South Lincoln, Vt. and cover 32 miles along the Green Mountain range to the finish at Otter Valley Union High School in Brandon. There will be feeding stations en route, a medical staff on hand, and showers, refreshments and parking at the high school. Special buses will also be available to shuttle racers to the starting line in South Lincoln.

Pre-registration information can be found in "Hospice," a special newsletter that will also include training tips and an edition that will report the final results of the race. For a free subscription, write to USSA Eastern Division, 22 High St., Brattlebrov, Vt. 05301.

BURKE LOSS, U.S. GAIN

The Burke Mountain Academy (see SKI DISCOVERY this issue) has long been known as a springboard for talented young racers. Burke's latest contribution to the U.S. Ski Team is one of it's top coaches, Marty Heib, who was recently named to the men's coaching staff. Said U.S. Alpine Director Hank Tauber, 'Marty has done excellent work while coaching at Burke these past five years, and he coached many of the present national team members during their development years. He has a strong coaching background and we look forward to his contributions to the men's coaching staff."

Heib, 27, a native of Painted Rock, N.Y., joins Head Men's Coach Harald Schoenhaar.

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LAST RUN

BY PETER MILLER

"I have a dream," my friend Jake told me, as he broke open the second chocolate-coated, strawberry-flavored taffy bar of the evening and commenced to exercise his jaws. Whenever Jake breaks training, turns hyper or gets zonked with some crazy idea, he stokes up on these candy bars, "You know what my dream is? It's to put a rocket on my back, and when I go off a kicker I want to zoom up, up and away. Just like Superman! Wild, huh? The crowd would

go nuts!" Jake is into hotdogging, which the effete call freestyle. Truth is, Jake is a hot dog, which is a credit to his individuality. He's been a hot dog ever since he dropped out of med school, flipped over skiing and took up car waxing during the off-months.

"That's far out, Jake, "I also had a dream the other night. It was a beautiful winter day. The sun sparkled and there were 12 inches of the freshest, lightest snow you ever saw. I rose early and I felt wild and wooly. I was the first up the lift. On the best trail of the mountain was all this new snow and not a track on it. I took a deep breath, pushed offand all the snow melted in front of me."

"Freudian frustration." said Jake

flatly.

Yours is ego-greasing with maniacal layouts," I replied. Actually, skiers dreams, besides revealing undercurrents of their

psyches, tell a lot about the type of skiers they are Take Judy, another friend of mine. Judy lives in New York City. She is 29 and a bit desperate. On one hand, she is a liberated female fighting for her rights. On the other, she wants

the security of marriage and is ever on the lookout, during the summers in East Hampton and the winters at Killington, for that Cosmopolitan Man. She took up skiing because of men, and her skiing has suffered because she has done more looking than skiing. If she did more skiing, she wouldn't have to do so much looking. Judy blushed when I asked her

about her ski dream, "I really am a bit embarrassed about it," she said. but with a little coaxing she came clean . . .

'I dreamed I was in ski school with a number of other students. The instructor was standing in front of us,

Dreams skiers have

introducing himself. Suddenly I realized I had forgotten to put on my ski pants and long johns! Nobody noticed but the instructor. He came over to me, took off his warmups and zipped

them on me." "Was the instructor someone you know?" I asked. "That's the terrible part of it," moaned Judy. "He had on one of those ski masks and over

that a pair of goggles." "That's nothing but a sublimated zippered ski lesson," I said sooth-



Another lady friend, this one a hotshot skier from Aspen, told me her most vivid dream was skinny-dipping while powder skiing. She skied through the snow in her birthday suit -through it, under and over it-and when the snow swirled around her,

it was hot to the touch. Some skiers are equipment freaks. Ernie, for example. He can tell what kind of mounting screw was used in a 1964 Marker binding. He recalled his dream this way: "I had just been given a present of the best ski equipment I could imagine-Hanson Comp boots, Rossignol ST-650 skis, Salomon S-555 bindings. I went up to the ski area and found one of my boots missing. I searched and searched and finally found it under a bench in the patrol room. My Kerma poles were missing, and I finally located those on the nursery slope where they were being used as a slalom gate. I bought my lift ticket and entered the longest lift line I ever saw-then the lift broke down. So I decided to fly up. I pushed a button on my Kerma poles and wings sprang out of my

skis. I took a huge jump and became airborne and soared to the top of the mountain . . . but I can't remember coming back down."

Jasper is a milquetoast skier who has good basic technique but no guts to improve it by going a bit faster. But he sure would like to. "I dream every so often of a very long, very steep slope that nobody has the courage or ability to ski," Jasper told me. "Someone dares me and I say there's nothing to it and I ski down in a wild, flashy style, doing linked turns, royal christies, and leaping off bumps. Everyone claps and roars as I ski past.

Some skiers have dreams that can't be classified-like the wolf and elephant dreams.

A ski racer I know who had skied the World Cup circuit recounted this dream: "I'm running an Olympic downhill on the Streif at Kitzbuhel and I'm skiing just super. I cross the finish line and the crowd is roaring and I know I have won. Then a pack of wolves run to the finish line and chase me back up to the starting gate.

"Elephants were skiing down the mountain, trying to catch me," said Larry, who skis at Taos, N.M. "It was down Al's Run and we were really zipping along. Halfway down the trail, in the middle of it, was an ice cream stand. We stopped and had a strawberry ice cream cone and talked a while and became buddies and skied together the rest of the day "

My favorite ski dream is my own. This one was in vivid technicolor, and it combines those elements I find interesting about skiing and lifethe vicissitudes of speed, sensuality and beauty. I dream I am on the summit of the longest powder slope I have ever seen and with me is this beautiful woman with long, flowing hair. We start skiing and do linked turns down the powder field. The snow fluffs up around us, the sun sparkles. We ski faster, effortlessly, and the trail grows steeper. Our linked turns become tighter. We ski closer and suddenly we are skiing through the powder, touching-in perfect coordination. As we float through this elysian powder field, our hearts zinging, she murmurs in my ear, "This is a dream come true." That's when I wake up.



